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Steven C. Armbrust
Counsel
(Admitted in the State of New York only)

SURFACE
TRANSPORTATION BOARD

AUG 25 2006

SURFACE
TRANSPORTATION BOARD

ENTERED
Office of Proceedings

Law Department
500 Water Street
Speed Code J-150
Jacksonville, FL 32202
Fax (904) 245-3357
Telephone (904) 359-1229
Email: steven_armbrust@CSX.com

AUG 25 2006

Part of
Public Record

August 24, 2006

Via Overnight DHL Express Mail (Return Receipt Requested)

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20006



RE: Docket No. AB-55 (Sub-No. 674X), *CSX Transportation, Inc.—
Abandonment Exemption—in Vigo County, IN*

Dear Secretary Williams:

Enclosed are the original and 10 copies of a Verified Notice of Exemption for abandonment in the above-entitled proceeding and a check for the filing fee of \$3,100.

Please time and date stamp the additional copy of this letter and return it to me in the self-addressed, stamped envelope. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours,

Steven C. Armbrust

Enclosures

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 674X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN VIGO COUNTY, INDIANA

VERIFIED NOTICE OF EXEMPTION



Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202
(904) 359-1229

Counsel for: CSX TRANSPORTATION, INC.

Dated: August 25, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 674X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN VIGO COUNTY, INDIANA

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon a 7.4-mile rail line on its Southern Region, Nashville Division, CE&D Subdivision, Riley Spur, from Railroad Milepost 0ZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost 0ZF 12.4 (near Riley), in Vigo County, Indiana (the “Line”). No local or overhead rail traffic has moved over the Line during the past two years.

1. Proposed consummation date. The proposed consummation date is October 16, 2006.
2. Certification required by 49 C.F.R. § 1152.50(b). See Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) *General.*

- (1) Exact name of applicant. CSX Transportation, Inc.

- (2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

- (3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50

to abandon a 7.4-mile rail line on its Southern Region, Nashville Division, CE&D Subdivision, Riley Spur, from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), in Vigo County, Indiana. The following station is on the Line: Chinook, Milepost OZF 193, FSAC 40956, OPSL 21009.92.

- (4) Map. See Exhibit B.

- (7) Name, title, and address of representative of applicant to whom

correspondence should be sent. Steven C. Armbrust, CSX Transportation, Inc., 500 Water St., J-150, Jacksonville, Florida, 32202 (fax: 904-245-3357).

- (8) List of all United States Postal Service ZIP Codes that the line proposed for

abandonment traverses. The Line traverses ZIP Code 47802.

(e) Rural and community impact. Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other

forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT believes that the properties proposed for abandonment may be suitable for other purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

4. The level of labor protection. The interests of railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979).

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1), 1105.11 and 1105.12 may be found in Exhibit C (Certificate of Service; Certificate of Publication), Exhibit D (Certificate of Distribution of Environmental Report) and Exhibit E (Certificate of Distribution of Historical Report).

6. Environmental Report, etc. See Exhibit D. Based on information in the possession of CSXT, the Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

7. Historic Report. See Exhibit E.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Steven C. Armbrust".

Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202
(904) 359-1229

Counsel for: CSX TRANSPORTATION, INC.

Dated: August 25, 2006

EXHIBIT A

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

[See attached]

STATE OF FLORIDA)
)
COUNTY OF DUVAL) SS.

I hereby certify that no local traffic has moved over CSXT's 7.4-mile rail line on its Southern Region, Nashville Division, CE&D Subdivision, between Railroad Milepost 0ZF 5.0 and the end of track at Railroad Milepost 0ZF 12.4, known as the Riley Spur, Vigo County, Indiana, for at least two years prior to the date hereof, and that any overhead traffic on the line can be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of CSXT by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

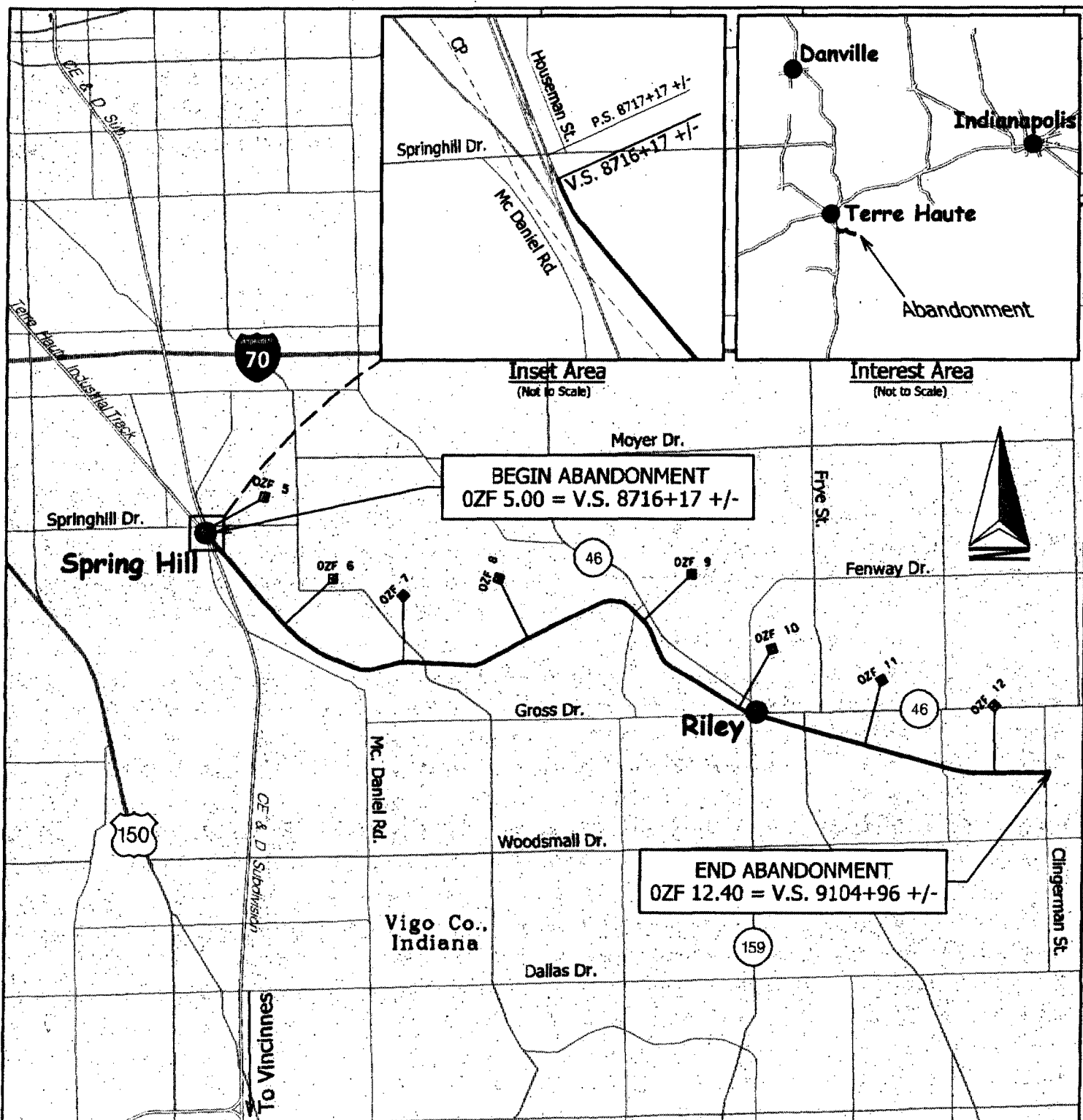
Azanne Marie Geraci
Notary Public

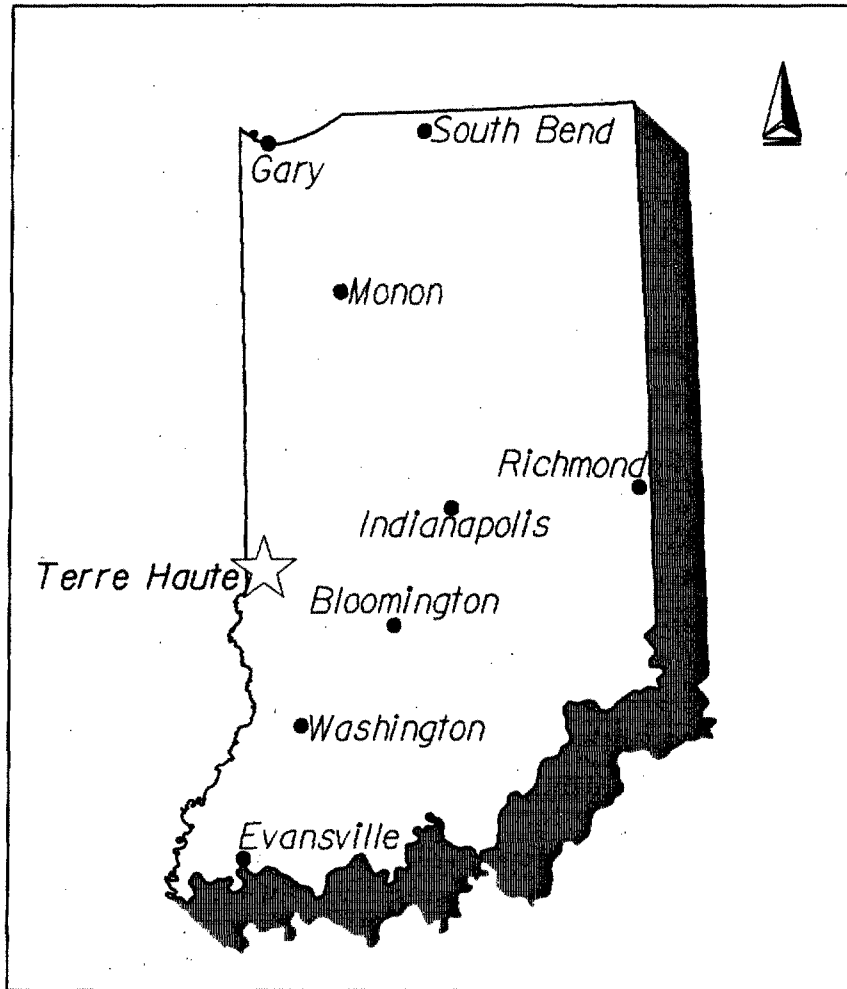


EXHIBIT B

MAP

[See attached]





AREA MAP

Proposed Abandonment of 7.4 Miles +/-
STB Docket No. AB 55 - Sub. No. 674X
Milepost 0ZF 5.0 - 0ZF 12.4 (E.O.T.)
Vigo County, Indiana

SOUTHERN REGION - NASHVILLE DIVISION - CE&D SUBDIVISION - RILEY SPUR

EXHIBIT C

CERTIFICATES OF SERVICE AND PUBLICATION

[See attached]

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 674X) was mailed via first class mail on August 11, 2006, to the following parties:

State Public Service Commission

Indiana Utility Regulatory Commission
Attn: Chairman
Indiana Government Center South
302 West Washington St.
Suite E-306
Indianapolis, Indiana 46204

Military Surface Deployment and Distribution Command Transportation Engineering Agency

SDDCTEA
ATTN: Railroads for National Defense
720 Thimble Shoals Blvd.
Suite 130
Newport News, Virginia 23606-2574

National Park Service

Mr. D. Thomas Ross
Assistant Director
U.S. Department of Interior
National Park Service (Org code 2220)
Recreation and Conservation
1849 C Street, N.W.
Washington, D.C. 20240-0001¹

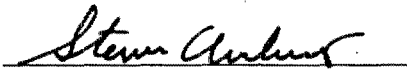
National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
1201 Eye St., N.W.
Washington, DC 20005

Please note that I received an email from Ms. Cherri Espersen (Rivers, Trails and Conservation Assistance Program National Park Service) indicating (i) that Mr. Ross has left the National Park Service, (ii) that the notice of the proposed abandonment in this Notice was received and (iii) that any future notices should be sent to Mr. Charlie Stockman, RTCA Program, National Park Service, 1849 C St., NW (Org Code 2235), Washington, DC 20240.

U.S. Department of Agriculture

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Auditors' Building
14th Street and Independence Avenue, S.W.
Washington, D.C. 20250


Steven C. Armbrust
August 24, 2006

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 674X) was advertised on August 21, 2006 in Tribune Star, a newspaper of general circulation in Vigo County, Indiana, as required by 49 C.F.R. § 1105.12.

A handwritten signature in black ink, appearing to read "Steven C. Armbrust", is written over a horizontal line.

Steven C. Armbrust
August 24, 2006

EXHIBIT D
ENVIRONMENTAL REPORT

[See attached]

**ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 674X) was mailed via first class mail on July 31, 2006 to the following parties:

Mr. Jeremy Weir
Vigo County Planning Department
159 Oak Street
Terre Haute, IN 47807

Mr. Tim Patrick,
Chief Transportation Planner
1718 Wabash Avenue
Terre Haute, IN 47804

Mr. Pat Goodwin
Terre Haute Planning Department
17 Harding Avenue
Terre Haute, IN 47807

Mr. Harry Wilson
Riley Planning Department
PO Box 801
Riley, IN 47871

U.S. Environmental Protection Agency
Region 5
Attn: Mr. Ken Westlake (B19J)
77 West Jackson Blvd.
Chicago, IL 60604

Indiana Department of Environmental Management
100 North Senate Avenue
PO Box 6015
Indianapolis, IN 46206

Mr. Scott Pruitt
U.S. Fish & Wildlife Commission
Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403

U.S. Army Corps of Engineers
Louisville District
600 Dr. Martin Luther King Place
PO Box 59
Louisville, KY 40201

USDA – NRCS
Terre Haute Service Center
3241 South 3rd Place
Terre Haute, IN 47802

National Park Service
Midwest Region
Attn: Regional Director
1709 Jackson Street
Omaha, NE 68102

Indiana Department of Natural Resources
402 West Washington
Room W264
Indianapolis, IN 46204

National Geodetic Service (NOAA) at 'NGS.InfoCenter@noaa.gov' (via email)



Steven C. Armbrust
August 24, 2006

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC.

DOCKET AB-55 (SUB-NO. 674X)

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSXT proposes to abandon approximately 7.4 miles of its rail line between from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), known as the Riley Spur, Vigo County, Indiana.

The above referenced 7.4-mile former coal line has not generated any originating or terminating traffic in over eight years.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Finally, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2)

A distribution list of all parties that have been copied on the proposed transaction has also been enclosed. (See Attachment 3)

(2) TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no CSXT passenger or freight traffic on this line. There will be no effect on existing regional or local transportation systems or patterns.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

Applicant received a response dated July 19, 2006 from Mr. Tim Patrick of the West Central Indiana Economic Development District stating *"Our view is that abandonment of the Riley Spur would have a negative impact on effective land use planning, economic development planning and transportation planning in Vigo County."* (See Attachment 4)

Applicant received an email response dated August 4, 2006 from Mr. Steve Witt, President of the Terre Haute Economic Development Corporation stating *"In summary, there is no question that there is, at present, considerable positive movement at this time to redevelop the Chinook property."* (See Attachment 6A)

Applicant has not received a response to its letters dated July 12, 2006 to Mr. Jeremy Weir of the Vigo County Planning Department, Mr. Pat Goodwin of the City of Terre Haute planning department or Mr. Harry Wilson of the City of Riley planning department seeking information regarding this statement. (See Attachments 5, 6 and 7)

Applicant solicited responses from these and all agencies on July 12, 2006. Applicant's second solicitation for response, environmental report, environmental response form and self addressed stamped envelope were sent on July 31, 2006.

Since applicant has not received a response based on the solicitations listed above, it is applicant's position that the proposed action will have no adverse effect, impact or inconsistencies.

Any comments received on or after August 25, 2006 will be immediately forwarded to the STB for consideration in this matter under separate cover.

- (ii) **Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant has not received a response from its letter dated July 12, 2006 to the U. S. Department of Agriculture, Natural Resources Conservation Service in Terre Haute, Indiana seeking information regarding this statement. (See Attachment 8)

While some prime farmland may exist in the vicinity of this project, Applicant feels the simple removal of track material should not have an adverse impact.

Applicant solicited response from this and all agencies on July 12, 2006. Applicant's second solicitation for response, environmental report, environmental response form and self addressed stamped envelope were sent on July 31, 2006.

Since applicant has not received a response based on the solicitations listed above, it is applicant's position that the proposed action will have no adverse effect, impact or inconsistencies.

Any comments received on or after August 25, 2006 will be immediately forwarded to the STB for consideration in this matter under separate cover.

- (iii) **If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

Applicant has not received a response from its letter dated July 12, 2006 to the Indiana Department of Natural Resources in Indianapolis, Indiana seeking information regarding this statement. (See Attachment 9)

Applicant does not feel that the simple removal of track material should have any adverse impact on land or water uses.

Applicant solicited responses from these and all agencies on July 12, 2006. Applicant's second solicitation for response, environmental report, environmental response form and self addressed stamped envelope were sent on July 31, 2006.

Since applicant has not received a response based on the solicitations listed above, it is applicant's position that the proposed action will have no adverse effect, impact or inconsistencies.

Any comments received on or after August 25, 2006 will be immediately forwarded to the STB for consideration in this matter under separate cover.

- (iv) **If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.**

The properties, proposed to be abandoned, may be suitable for other public purposes, but may be subject to reversionary interests that may affect the transfer of title for other than rail purposes.

(4) ENERGY

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

Since the line has not been used in over eight years for the transportation of coal and the coal facility is no longer in operation, Applicant feels the proposed action will have no effect on the transportation of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversion of rail traffic to motor carriage in excess of the above thresholds.

(5) AIR

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

Applicant believes that the abandonment will result in an improvement to public health and safety by the elimination of thirteen (13) grade crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

Applicant's records do not indicate any hazardous waste sites or sites where there have been hazardous material spills on this line segment.

(8) BIOLOGICAL RESOURCES

- (i) Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

Applicant received a response dated August 4, 2006 from Mr. Scott Pruitt of the U. S. Department of the Interior, Fish and Wildlife Service in Bloomington, Indiana, stating *"The proposed project should have minimal direct impact on fish and wildlife resources if the guidelines concerning track removal listed in your 12 July 2006 letter are followed."* (See Attachment 10)

- (ii) **State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

Since Applicant proposes only the simple removal of track material, no adverse impact is anticipated.

(9) WATER

- (i) **Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

Applicant received a response dated August 9, 2006 from the Indiana Department of Environmental Management in Indianapolis, Indiana, stating *"Comments will be forthcoming; however, our review process may take longer than this date."* (See Attachment 11)

Applicant responded on August 15, 2006 stating, *"Any comments submitted, before or after the filing date, will be forwarded to the STB."* (See Attachment 11R)

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) **Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

Applicant has not received a response to its inquiry dated March 2, 2006, to the U. S. Army Corps of Engineers in

Louisville, Kentucky, requesting information regarding this statement. (See Attachment 12)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways.

Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

Applicant solicited responses from this and all agencies on July 12, 2006. Applicant's second solicitation for response, environmental report, environmental response form and self addressed stamped envelope were sent on July 31, 2006.

Since applicant has not received a response based on the solicitations listed above, it is applicant's position that the proposed action will have no adverse effect, impact or inconsistencies.

Any comments received on or after August 25, 2006 will be immediately forwarded to the STB for consideration in this matter under separate cover.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant received a response dated August 4, 2006 from the U.S. Environmental Protection Agency, Region 5 in Chicago, Illinois, stating "...we refer you to our accompanying list of concerns regarding railway abandonments." (See Attachment 13)

Applicant responded on August 16, 2006 stating "Hopefully your office is now in receipt of the preliminary environmental report sent by me on July 31, 2006. This report outlines the process by which CSXT intends to perform salvage activities and also the various offices which have been contacted regarding the proposed actions. In order of your concerns, I will address each issue..." (See Attachment 13R)

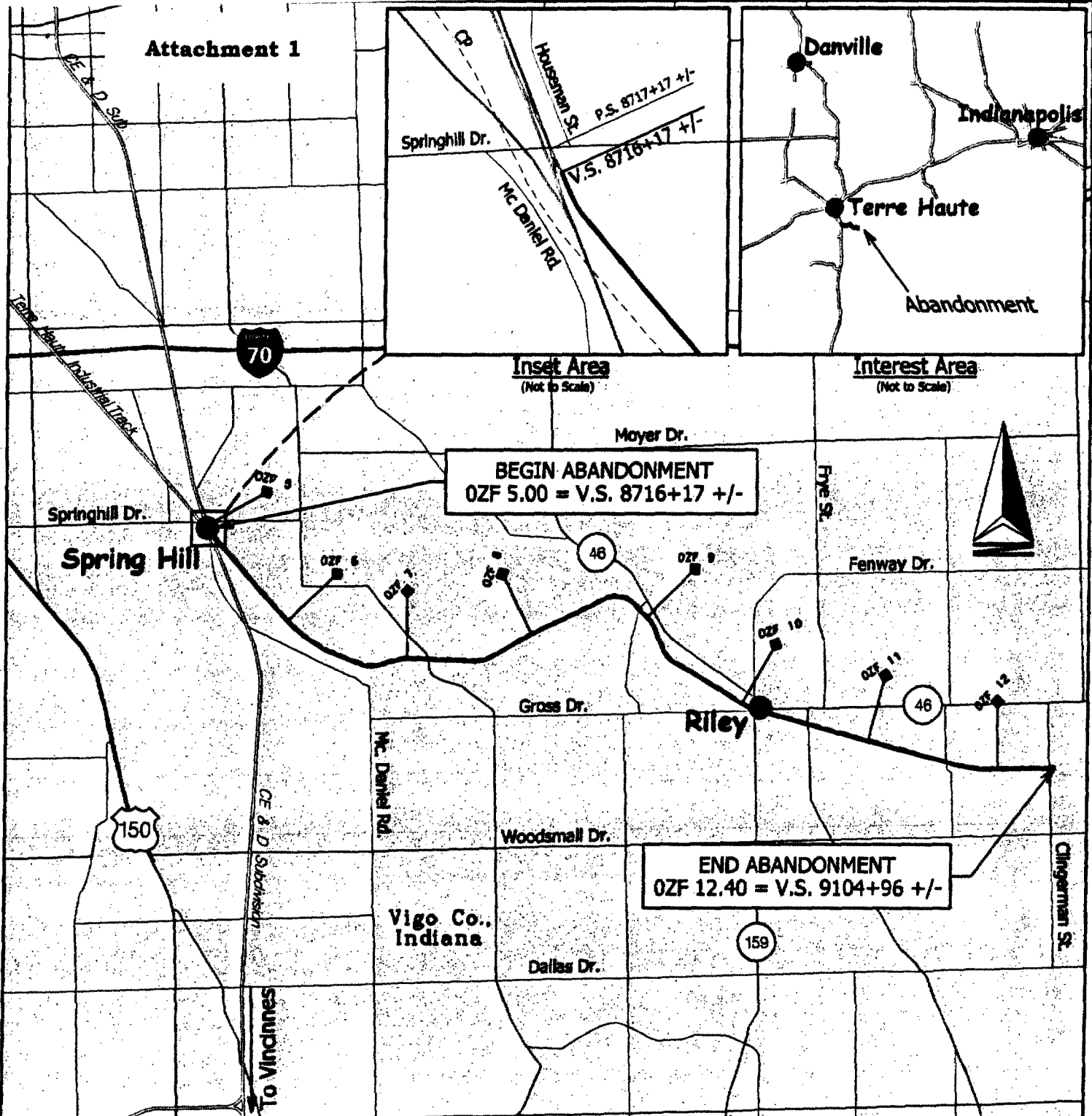
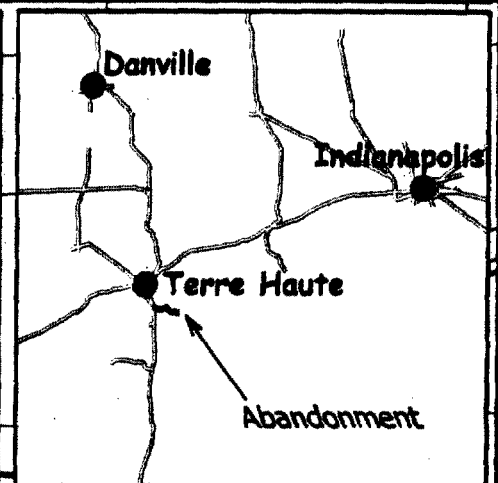
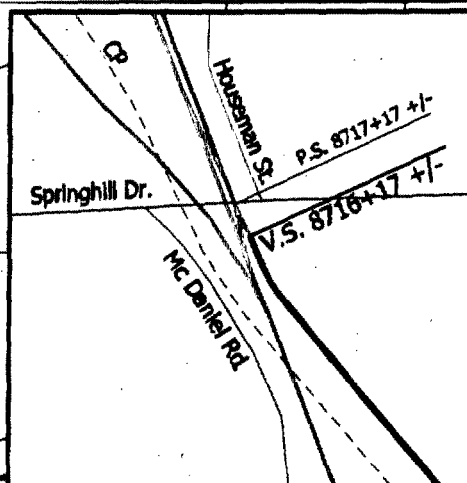
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

10. MITIGATION

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Applicant does not anticipate any adverse environmental impacts in the project area as a result of this abandonment, however, if mitigation is necessary, Applicant will comply with State and Federal regulations and obtain any necessary permits required.

Attachment 1



LEGEND

- CSXT Operating Corridor
- Proposed Abandonment
- Total Distance : 7.4 Miles +/-

SOUTHERN REGION
NASHVILLE DIVISION
CE&D SUBDIVISION
RILEY SPUR
OZF 5.00 - OZF 12.40 (E.O.T.)
STB Docket No. AB55
(Sub. No. 674X)

CSX TRANSPORTATION

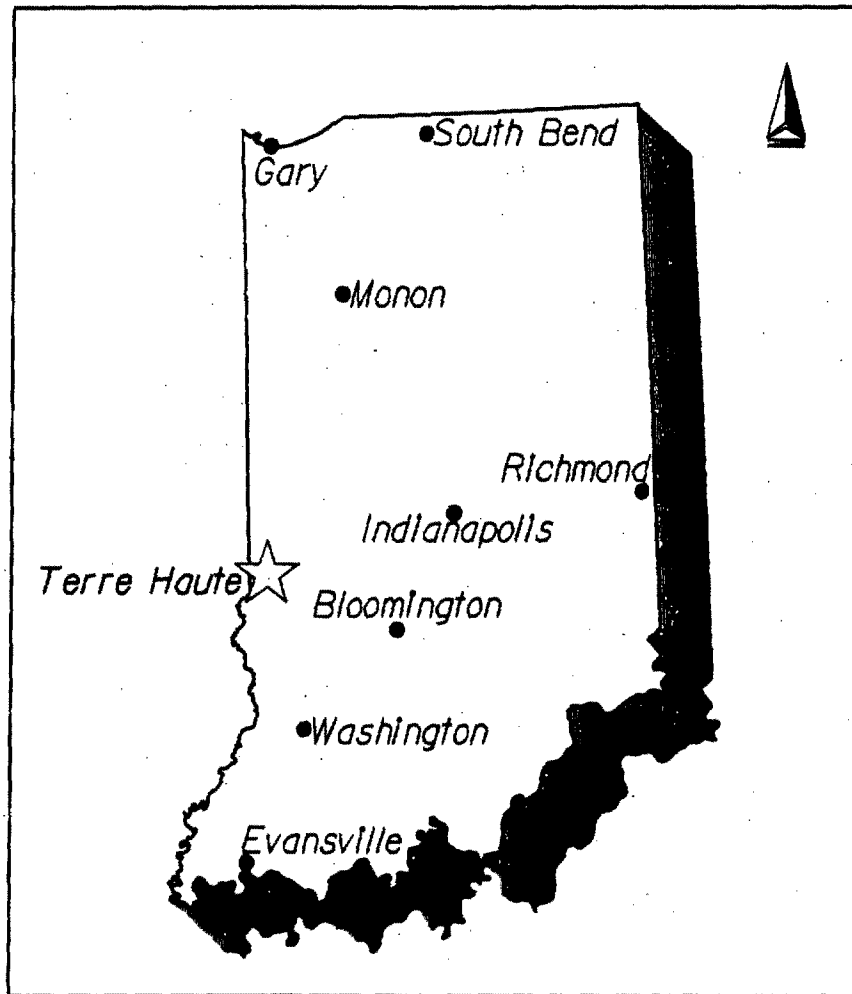
Proposed Abandonment of the RILEY SPUR

Milepost OZF 5.00 (near Terre Haute) to the end of track at Milepost OZF 12.40 (near Riley) a distance of 7.4 miles, known as the Riley Spur, Vigo County, Indiana



SCALE: 1" = 1 Mile

Revised: July 12, 2006
Drawn By: L. Fennick



AREA MAP

Proposed Abandonment of 7.4 Miles +/-
STB Docket No. AB 55 - Sub. No. 674X
Milepost 0ZF 5.0 - 0ZF 12.4 (E.O.T.)
Vigo County, Indiana

Attachment 3

**CSX Proposed Abandonment (AB 55 Sub No. 674X)
External Distribution List**

Mr. Jeremy Weir
Vigo County Planning Department
159 Oak Street
Terre Haute, IN 47807

Mr. Tim Patrick,
Chief Transportation Planner
1718 Wabash Avenue
Terre Haute, IN 47804

Mr. Pat Goodwin
Terre Haute Planning Department
17 Harding Avenue
Terre Haute, IN 47807

Mr. Harry Wilson
Riley Planning Department
PO Box 801
Riley, IN 47871

U.S. Environmental Protection Agency
Region 5
Attn: Mr. Ken Westlake (B19J)
77 West Jackson Blvd.
Chicago, IL 60604

Indiana Department of Environmental
Management
100 North Senate Avenue
PO Box 6015
Indianapolis, IN 46206

Mr. Scott Pruitt
U.S. Fish & Wildlife Commission
Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403

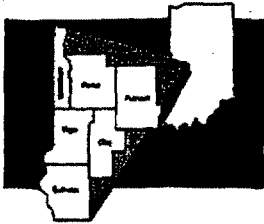
U.S. Army Corps of Engineers
Louisville District
600 Dr. Martin Luther King Place
PO Box 59
Louisville, KY 40201

USDA - NRCS
Terre Haute Service Center
3241 South 3rd Place
Terre Haute, IN 47802

National Park Service
Midwest Region
Attn: Regional Director
1709 Jackson Street
Omaha, NE 68102

Indiana Department of Natural
Resources
402 West Washington
Room W264
Indianapolis, IN 46204

National Geodetic Service (NOAA) at
'NGS.InfoCenter@noaa.gov' (via email)



An Equal Opportunity
Employer

WEST CENTRAL INDIANA ECONOMIC DEVELOPMENT DISTRICT, INC

Economic Development, Area 7 Programs on Aging and Disabled,
Transportation Planning
E-mail address: wciedd@abcs.com
Area 7 E-mail address: area7AAD@netscape.net

Attachment 4

Michael Costello, Pres.
Vermillion County

July 19, 2006

Harold Rieches, C.P.A., Treas.
Vermillion County

Dave Geraci
CSX Transportation
500 Water St. - J200
Jacksonville, FL. 32202

Judy Harris, Sec.
Sullivan County

Ray McCammon, V.P.
Sullivan County

Dear Mr. Geraci:

Marcia Jackson, V.P.
Vigo County

In response to your request for consultation concerning the proposed abandonment of the Riley Spur in Vigo County, Indiana, I offer the following:

Judy Anderson, V.P.
Vigo County

The West Central Indiana Economic Development District is the designated Metropolitan Planning Organization for Vigo County and the City of Terre Haute, Indiana, and as such we function as the coordinating agency for transportation issues that affect the local government agencies. We also coordinate with the Terre Haute Economic Development Corporation, and the Chamber of Commerce.

Charlie Brown, V.P.
Clay County

Tom Arthur, V.P.
Clay County

There is an updated comprehensive land use plan in the final stages of development through the Vigo County Area Planning Department. Also, there is an approved Long-range Transportation Plan, and a short-range Transportation Improvement Plan in place, both managed by our agency. In addition, the Vigo County Commissioners have recently completed a preliminary study targeted specifically at a proposed industrial site that is served by the Riley Spur.

Dale Gerrish, V.P.
Parke County

Pat Teague, V.P.
Parke County

Don Walton, V.P.
Putnam County

Darrel Thomas, V.P.
Putnam County

Specifically, the County is in the early planning stages for the development of an industrial park at the intersection of Interstate 70 and Tabortown Road in eastern Vigo County. Associated with this plan is a plan to develop a new interchange at Tabortown road and I-70. Attached is a map showing the approximate (but not exact) location of the proposed new site. This site currently has rail access via an extension northward from the east terminus of the proposed abandonment. Our view is that abandonment of the Riley Spur would have a negative impact on effective land use planning, economic development planning and transportation planning in Vigo County.

Merv Nolot
Executive Director

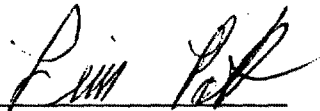
The governments of Vigo County and the City of Terre Haute, as well as the Terre Haute Economic Development Corporation, and the Metropolitan Planning Organization are coordinating closely in an effort to develop the proposed Tabortown Road Industrial Park, and a new interchange at this location. Obviously, rail access to the site is crucial to the potential for development at this location. Therefore, we cannot support the proposed abandonment of the Riley Spur.

Attached are excerpts from the Long-range Transportation Plan and the Transportation Improvement Plan showing the proposed new interchange at I-70 and Tabortown Road. The new interchange will be justified in large part by development of the industrial site, as well as by improvements to Tabortown Road between SR 46 and SR 59.

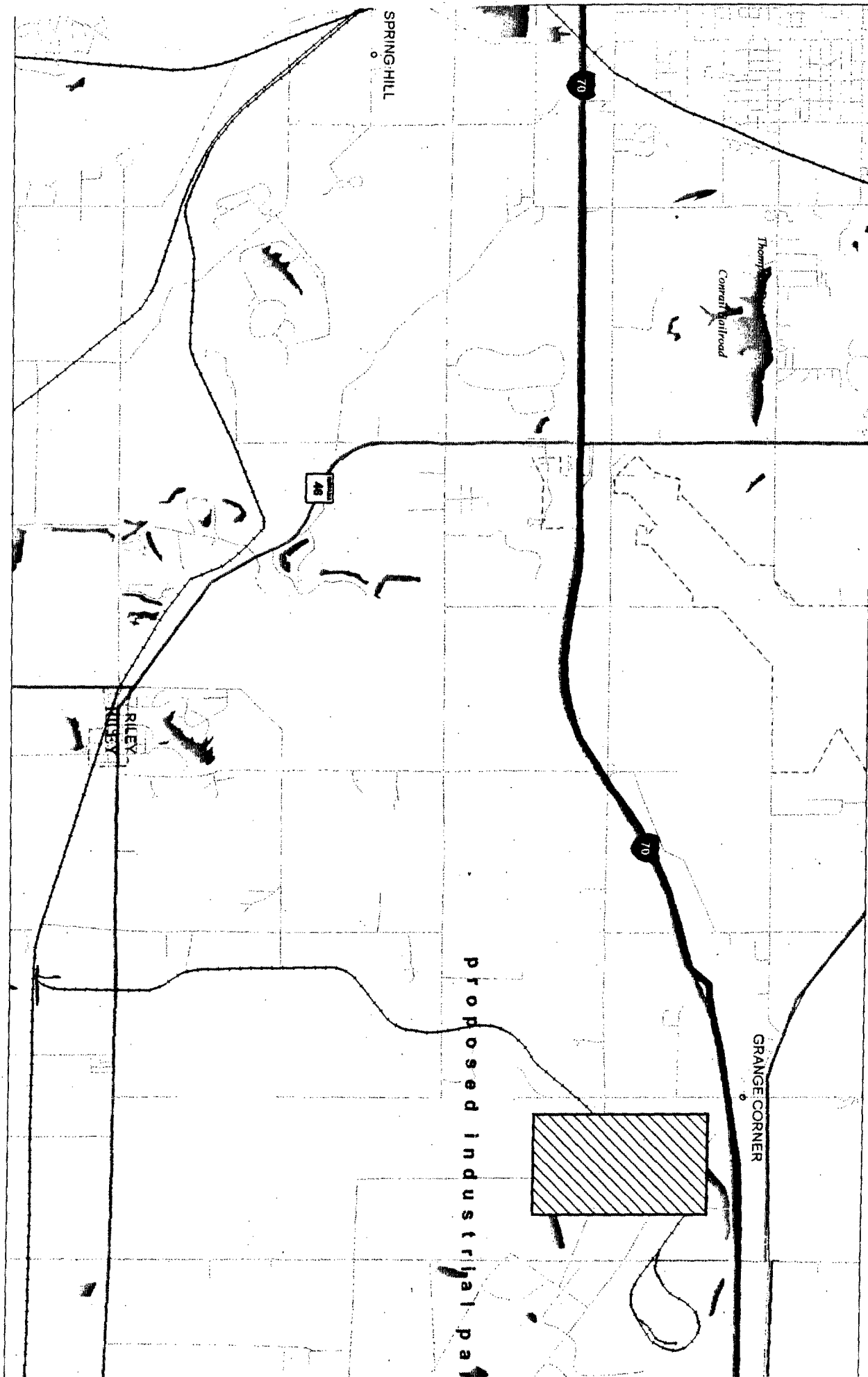
You will also be receiving a response from Vigo County Area Planning Director Jeremy Weir, more specifically relating to the Comprehensive Land Use Plan.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Patrick', is written over a horizontal line.

Tim Patrick, Chief Transportation Planner
WCIEDD



2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM FOR TERRE HAUTE/MIAMI COUNTY

PROJECT DESCRIPTION	FUND	PHASE	FY 2007 (AND 08 CARRYOVER) FED ST LOCAL	FY 2008 FED ST LOCAL	FY 2009 FED ST LOCAL	FY 2010 FED ST LOCAL	ILLUSTRATIVE PROJECTS FED ST LOCAL	TOTAL
Brown Ave. Bridge over Lost Creek De# 0500091	Local STP	PE					800,000 200,000	1,000,000
25th St. from Ft. Harrison to Florida 2-lane reconstr. G-2 no add. capacity no DES#	Local STP	PE RW CN						
I-70 and Tabortown Rd. interchange new construction	Local STP earmark	PE RW CN					500,000 300,000 10,000,000	10,800,000
No DES#								
RAIL-HIGHWAY GRADE CROSSING PROJECTS								
Woodsmail Dr. Rail Crossing 3 miles east of 41 crossing protection DES# 0016120	INDOT 130 funds	PE RW CN		150,000				150,000
RR grade crossing at CSX (10th and Spruce) in Terre Haute DES# 0500231	INDOT 130 funds	PE RW CN		210,000				210,000
LOCAL BRIDGE PROJECTS								
147th Dr. Bridge replacement over Prairie Creek (replacement) DES# 9786510	117 local	PE RW CN		553,000 138,000				691,000
Bridge on Bennett Ln. over CSX 4 miles N. of US 40 (replacement) DES# 0100380	117 local	PE RW CN		554,000 137				691,000

- 10) I-70/US 41 interchange reconstruction (S-6b) ← a new INDOT project
11) Widen I-70 to six lanes from west of US 41 to SR 59 (SF-11 and SF-12) ← a new INDOT project

Evaluation of Future Improvements: With the future LRP projects amounting to about \$210 million, some future transportation needs still exist in the US 41, Lafayette Avenue and Fruitridge Avenue corridors. Thus, the SR 46 Northeast Extension (SF-2) from US 40 to US 150 proposed in the prior LRP (adopted in 2000) was examined. This initial two-lane limited access facility at \$85 million proved to be more cost-effective in reducing congestion than all the other future LRP projects combined. The SR 46 Northeast Extension also draws traffic in the 12,000 to 16,000 vehicles per day range, a third more traffic than projected in the prior LRP (adopted in 2000). However, due to fiscal constraints, the SR 46 Northeast Extension is identified as an "illustrative project" until further scoping studies are performed and the source of funding is identified. The addition of a center lane to Lafayette Avenue from Hasselburger Avenue to at least Rosehill Avenue (and possibly US 41) is also under consideration as an additional project (VF-3), but remains an "illustrative project" until a decision on funding is made by Vigo County. The reconstruction of Riley Road from Moyer Drive to Davis Drive is also under consideration as a new project (VF-12) because of the SR 641 Interchange at Riley Road, but remains an "illustrative project" until a decision on funding is made by Vigo County.

* A new interchange on I-70 at Tabertown Road (near SR 42 about four miles east of the existing I-70/SR 46 interchange) was examined to serve potential development in Terre Haute east of SR 46, to provide access for redevelopment of about 6,000 acres of abandoned coalmines (east of Tabertown Road, north and south of I-70), to improve access to the Hulman Regional Airport and Indianapolis International Airport, to improve access to the communities of Seelyville and Riley, to reduce traffic on SR 46 between I-70 and US 40, facilitating commercial development along SR 46, and to improve access to institutions such as Rose-Hulman Institute of Technology and recreation facilities in the area. Intersecting with SR 42 one-tenth mile north of I-70, Tabertown Road would be reconstructed as a high-type design two-lane roadway for truck traffic for 7 miles from SR 46 to US 40. The I-70/Tabertown Road interchange and reconstruction project (SF-14) is included in the LRP as an "illustrative project" to conduct any necessary feasibility studies, to define a redevelopment concept for the abandoned coalmines, and to identify the source of funding for the \$20 million project.

The Western SR 63 Bypass (SF-2b) proposed in the prior LRP was re-examined with the northern terminus shifted from the SR 63/US 41 interchange on the northwest side of Terre Haute to SR 63 west of the Wabash River and the southern terminus remaining in the vicinity of the US 41/SR 641 interchange. As renamed, the Western Freeway is proposed to enhance the SR 63/US 41 corridor through Terre Haute by removing truck and auto traffic passing through Vigo County, to help revitalize West Terre Haute and Downtown Terre Haute through improved accessibility, to enhance access to the regional commercial corridor along US 41 from I-70 to Honey Creek, and to improve access to the Vigo County Industrial Park. The Western Freeway proved effective in serving through Vigo County traffic and relieving the US 41 corridor from SR 641 south of Terre Haute to the SR 63/US 41 interchange north of Terre Haute. In the year 2030, it carried 9,200 to 13,200 vehicles per day between US 41 and I-70, 29,100 vehicles per day between I-70 and US 40, 19,300 vehicles per day between US 40 and SR 63. However, in the year 2030 with the LRP, the US 41 corridor operates at a minimum acceptable level-of-service (LOS D) or better, except between Poplar Street and Cherry Street where capacity (LOS E) is experienced during the morning and evening peak hours. Thus, the travel time savings is less than a minute to Downtown Terre Haute via the Western Freeway from its northern or



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1088
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 5

July 12, 2006

Mr. Jeremy Weir
Vigo County Planning Department
159 Oak Street
Terre Haute, IN 47807

Dear Mr. Weir:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that CSXT develop a response to the following statement:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your advice as to the existence of a long-range comprehensive planning map for Vigo County and the line's relationship to such planning.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment

Attachment 6

July 12, 2006

Mr. Pat Goodwin
Terre Haute Planning Department
17 Harding Avenue
Terre Haute, IN 47807

Dear Mr. Goodwin:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that CSXT develop a response to the following statement:

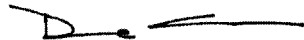
"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Terre Haute and the line's relationship to such planning.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,



Attachment

Attachment 6A

Geraci, Dave

From: Steve Witt [switt@terrehauteedc.com]
Sent: Friday, August 04, 2006 11:46 AM
To: Geraci, Dave
Subject: Riley Spur in Vigo County, Indiana
Attachments: Honda Manufacturing Facility_Aerial Background_06-07-06.pdf

Mr. Geraci:

Mr. Tim Patrick of the West Central Indiana Economic Development District shared with me your letter of July 12, 2006 in regard to CSX Transportation's consideration of abandonment of the 7.4 mile Riley spur in Vigo County, Indiana.

I can certainly understand CSX's point of view in this matter as the current situation is surely a burden, not a benefit, to CSX.

Before you make a final decision, however, I wanted to make you aware of recent positive developments in regard to the former Chinook coal mine property (where there remains nearly 2000 acres of undisturbed land) that straddles the Vigo and Clay County, Indiana border and is served by this spur.

As you may know, this property has been the subject of bankruptcy proceedings and has changed hands a couple of times over the past several years. It is my understanding that a firm from Colorado Springs - Resource Land Holdings, Inc. (www.rlholdings.com) is purchasing the entire property from the current owner and should have title in hand within the very near future (possibly by the end of September). It is RLH's intent to redevelop the property. Having rail access is key to this redevelopment. RLH has the experience and resources to redevelop the property to its highest and best use. Both Vigo and Clay Counties are interested in seeing the property redeveloped. In short, the potential exists for CSX to obtain significant new business from this site in the future, in our opinion.

To provide an example of our thoughts in this regard, I have attached a schematic for your review. As you know, Honda Motor Corporation recently announced its intent to build a new assembly plant in southeastern Indiana near the small community of Greensburg. Prior to Honda making its final decision, we attempted to generate interest in the Chinook property for their project. Although we were not successful in our effort due to Honda's desire to build in closer proximity to its existing supplier network in Ohio, the attached rendering we created as part of our effort shows the potential of the proposed site. Just yesterday, we provided a tour of the property to representatives of the Indiana Economic Development Corporation. Given the immense size of the property, coupled with the direct access to I-70, the (current) availability of rail service and other positive factors, we sincerely believe that this property could be one of the very best sites within the State of Indiana for future industrial development purposes.

In summary, there is no question that there is, at present, considerable positive movement at this time to redevelop the Chinook property. Redevelopment of this property could be of great future benefit to CSX. I would be happy to visit with you in the near future to discuss in greater detail. Also, I would encourage you to contact representatives of Resource Land Holdings to learn more about their company and their plans for the future. I can provide this contact information to you.

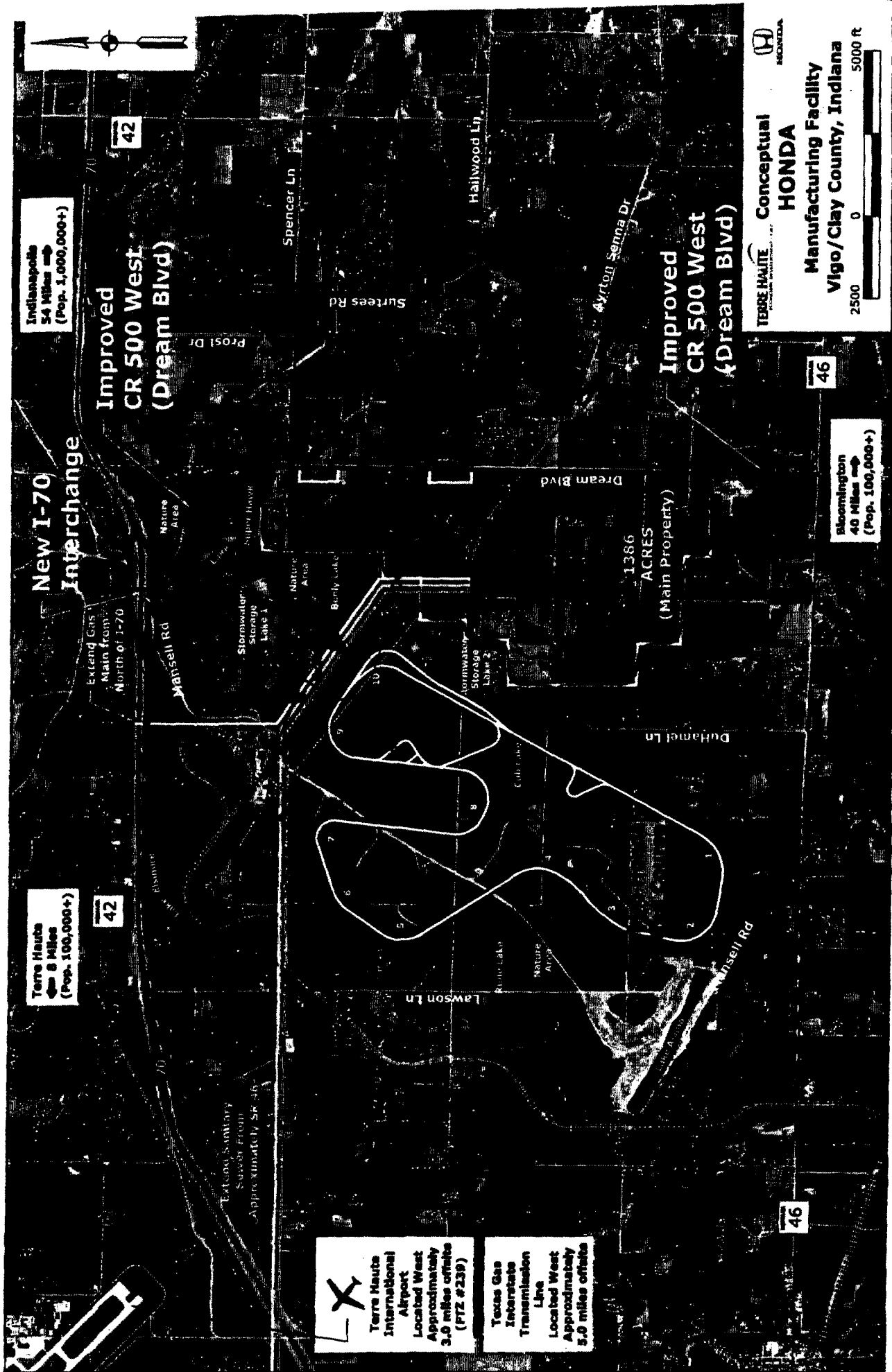
Regardless of CSX's decision in regard to this particular issue, we are grateful for the economic development partnership that our community enjoys with CSX.

Sincerely,

Steve Witt, President
Terre Haute Economic Development Corporation
630 Wabash Avenue, PO Box 1830
Terre Haute, IN 47808
(812) 238-1561

8/4/2006

(812) 232-6054
switt@terrehauteedc.com
www.terrehauteedc.com



Terre Haute
8 Miles
(Pop. 100,000+)

Indianapolis
54 Miles
(Pop. 1,000,000+)

42

42

New I-70 Interchange

Improved CR 500 West (Dream Blvd)

Improved CR 500 West (Dream Blvd)



1386 ACRES (Main Property)

L-X
Terre Haute International Airport
Located West Approximately 3.0 miles offsite (PTZ #239)
Texas Gas Interstate Transmission Line
Located West Approximately 5.0 miles offsite

Bloomington
40 Miles
(Pop. 100,000+)

46

46



TERRE HAUTE Conceptual HONDA
Manufacturing Facility
Vigo/Clay County, Indiana
 2500 0 5000 ft

Attachment 7

July 12, 2006

Mr. Harry Wilson
Riley Planning Department
PO Box 801
Riley, IN 47871

Dear Mr. Wilson:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that CSXT develop a response to the following statement:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Terre Haute and the line's relationship to such planning.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,



Attachment

Attachment 8

July 12, 2006

USDA - NRCS
Terre Haute Service Center
3241 South 3rd Place
Terre Haute, IN 47802

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(ii) require that CSXT develop a response to the following statement:

"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,



Attachment



Dave Geraci
Manager - Network Rationalization

600 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1086
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 9

July 12, 2006

Indiana Department of Environmental Management
100 North Senate Avenue
PO Box 6015
Indianapolis, IN 46206

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

(iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment



United States Department of the Interior

Fish and Wildlife Service



Bloomington Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

Attachment 10

August 4, 2006

Dave Geraci
Manager – Network Rationalization
CSX Transportation, Inc.
500 Water Street – J200
Jacksonville, Florida 32202

Dear Mr. Geraci:

This responds to your letter of 12 July 2006 requesting U.S. Fish and Wildlife Service (FWS) comments on the proposed abandonment of an approximately 7.4 mile portion of CSX Transportation, Inc.'s rail line known as the Riley Spur from Milepost OZF 5.0 to Milepost OZF 12.4 between Terre Haute and Riley in Vigo County, Indiana.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

PROJECT DESCRIPTION

Land use in the proposed project area is a combination of residential and commercial development, recreational, agriculture, and natural vegetation. The proposed project area lies between the southeast periphery of the city of Terre Haute and the neighboring town of Riley. Natural vegetation is primarily associated with Honey Creek.

The proposed project would involve the abandonment of the 7.4 miles of rail line spur and removal of the rail material. Your 12 July 2006 letter indicates that rail material would be removed from the existing right-of-way and no new access roads would be constructed. Further, you anticipate no disturbance to the underlying bed material, dredging, filling, or discarding of materials within the proposed project area. You also indicate that appropriate measures would be taken to control spills related to track removal.

WETLANDS

The National Wetland Inventory (Seelyville Quadrangle) indicates the presence of numerous palustrine, forested (PFO1A), palustrine, emergent (PEMC), and palustrine, scrub-shrub (PSS1A) wetlands in immediate proximity to the Riley Spur (Map).

OTHER RESOURCES

The spur crosses Honey Creek and Little Honey Creek and runs parallel to the abandoned Wabash and Erie Canal. Most of the right-of-way appears to be forested on both sides of the rail line.

ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened bald eagle (*Haliaeetus leucocephalus*). The proposed project is not likely to adversely affect these three species.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

RECOMMENDATIONS

The proposed project should have minimal direct impact on fish and wildlife resources if the guidelines concerning track removal listed in your 12 July 2006 letter are followed.

1. Avoid clearing trees or understory vegetation as part of the proposed project.
2. Avoid impacts to wetlands within the proposed project area. Mitigate unavoidable impacts in accordance with the 1991 Memorandum of Agreement among the Indiana Department of Transportation, the Indiana Department of Natural Resources, and the FWS.
3. If necessary, implement temporary erosion and siltation control devices such as installation of silt fences or covering exposed areas with erosion control matting or straw.

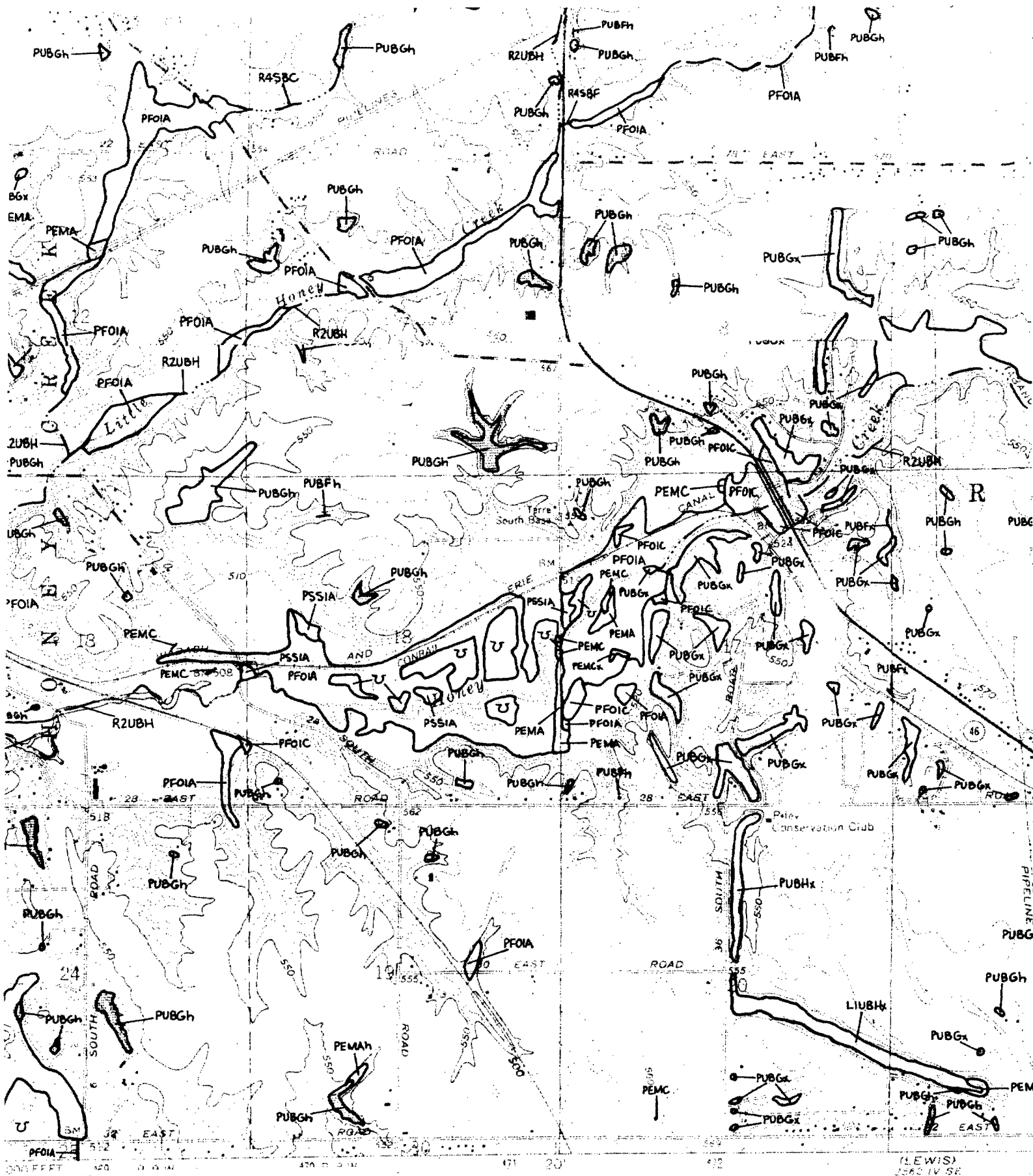
A permit under Section 404 of the Clean Water Act or Section 401 of the Clean Water Act (Water Quality Certification Program), or the Flood Control Act may be needed for the proposed project. Our recommendations for permit conditions would be consistent with our comments here.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that additional fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible. If you have any questions about our recommendations, please call Forest Clark at (812) 334-4261 ext. 206.

Sincerely yours,

for Michael A. L...
Scott E. Pruitt
Field Supervisor

Scott E. Pruitt
Field Supervisor



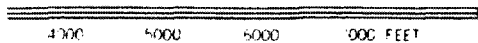
National Wetlands Inventory
Seelyville, IN Quadrangle

47

CIAL NOTE

This document was prepared primarily by stereoscopic analysis of high altitude aerial photographs. Wetlands were identified on the photographs based on vegetation, visible

SYMBOLGY EXAMPLE



DNR

Indiana Department of Natural Resources

Environmental Unit
Division of Water
402 W. Washington Street, Rm. W264
Indianapolis, IN 46204-2641
(317) 232-4160 or toll free (877) 928-3755

August 9, 2006

Mr. Dave Geraci
CSX Transportation
500 Water Street - J200
Jacksonville, Florida 32202

RE: Proposed abandonment of approximately 7.4 miles of rail line between Milepost OZF 5.0 (near Terre Haute) to Milepost OZF 12.4 (near Riley), Riley Spur; Docket# AB-55 (Sub No. 674X) ~ DNR # CTS-ER-12293

Dear Mr. Geraci:

This is an informational letter in response to your request for an Environmental Review received at the Division of Water on August 8, 2006 for the above project in Vigo County. We would like you to know that the review is in process. Your cover letter indicated that you would like our response by August 25, 2006. Comments will be forthcoming; however, our review process may take longer than this date. Please refer to the above DNR # when calling and on all future correspondence regarding this project.

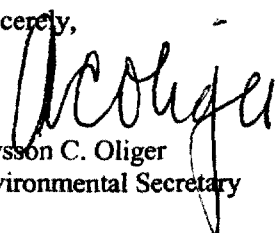
For your information, please send any future Environmental Review requests to:

Department of Natural Resources
Division of Water, Environmental Unit
Christie Stanifer, Environmental Coordinator
402 West Washington Street, W264
Indianapolis, IN 46204-2641

For future reference, always send three (3) entire copies of your Environmental Review request (in the same envelope preferably). When we receive these, we route one entire copy for review by the Division of Water and the Division of Nature Preserves, the second copy to the Division and Fish and Wildlife, and the third copy is forwarded to the Division of Historic Preservation for a separate review. However, if you have already sent or are going to send an Environmental Review request to the Division of Historic Preservation separately, **please state it on your cover sheet and submit only two (2) copies.** Please note that we did not forward a copy of this request to the Division of Historic Preservation. If this project requires a review by the Division of Historic Preservation, a separate copy will need to be sent to that office.

If you have any questions or comments, please contact me at (317) 232-4160 or toll free at (877) 928-3755. You may also email me at aoliger@dnr.IN.gov or contact Christie Stanifer, Environmental Coordinator, at the number above.

Sincerely,



Alysson C. Olinger
Environmental Secretary



Dave Geraci
Manager - Network Rationalization

Attachment 11R

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1098
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

August 15, 2006

Ms. Alysson Oliger
Indiana Department of Natural Resources
Division of Water
402 W. Washington Street
Room W264
Indianapolis, IN 46204-2641

Re: CSX Proposed Abandonment
STB Docket AB 55 Sub 674X
DNR # CTS-ER-12293

Dear Ms. Oliger:

Thank you for your letter dated August 9, 2006. I understand that your review may require additional time which will mean your comments would not be received until after the Surface Transportation Board (STB) filing. Any comments submitted, before or after the filing date, will be forwarded to the STB.

In addition, I will include multiple copies of the environmental report in future correspondence to assist in expediting your review process.

Please do not hesitate to contact me should you have any further questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Geraci", with a long horizontal stroke extending to the right.

Cc: STB - SEA

July 12, 2006

U.S. Army Corps of Engineers
Louisville District
600 Dr. Martin Luther King Place
PO Box 59
Louisville, KY 40201

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 02F 5.0 (near Terre Haute) to the end of track at Railroad Milepost 02F 12.4 (near Riley), a distance of 7.4 miles known as the Riley Spur, Vigo County, Indiana as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9)(ii) require that CSXT develop a response to the following statement:

"Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects."

It is CSXT's opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. CSXT does not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and CSXT does not anticipate any dredging or use of fill in the removal of the track material. The track removal will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways.

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,



Attachment



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

AUG 04 2006

REPLY TO THE ATTENTION OF:

B-19J

Dave Geraci
Manager-Network Rationalization
CSX Transportation
500 Water Street - J200
Jacksonville, Florida 32202

Re: **Comments on a Proposed Rail Line Abandonment by the CSX Transportation, Inc.
of the Riley Spur in Vigo County, Indiana**

Dear Mr. Geraci:

The U.S. Environmental Protection Agency (US EPA) has received the letter dated July 12, 2006 concerning a proposed abandonment of 7.4 miles of rail line segment located between Spring Hill and Clingerman Street, east of Riley, Indiana. Under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act, U.S. EPA reviews and comments on major federal actions. Typically, these reviews focus on Environmental Impact Statements, but we also have the discretion to review and comment on other environmental documents prepared under NEPA if resources and interest permit.

The project was given a cursory review, and we refer you to our accompanying list of concerns regarding railway abandonments. We note that a significant portion of this Riley Spur is within wetlands, adjacent to the Honey Creek, and crosses several other streams. Therefore, we particularly want your Environmental Report to the Surface Transportation Board (STB Report) to fully address items #1 and 2.

Thank you for providing information on this project allowing our input at this early stage, and we look forward to reviewing your STB Report for this abandonment. Feel free to contact my staff member Norm West, at 312-353-5692 or at west.norman@epa.gov, should any further questions regarding this project arise. Please address all future correspondence regarding railway abandonments to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", is written over a horizontal line.

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Science, Ecosystems, and Communities

Cc: Vicki Rutson, Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW, Washington, DC 20423

U.S. EPA - REGION 5

STANDING CONCERNS FOR RAILWAY ABANDONMENT PROJECTS

Railway abandonments can be simple, clean and straight-forward projects having no significant environmental impacts, provided the following items are appropriately and adequately addressed.

1. Permits related to the Clean Water Act Sections 401 floodplain, 402 runoff and 404 wetlands are addressed with the U.S. Army Corp of Engineers and/or the appropriate state Department of Environmental Management or Department of Natural Resources.
2. Whenever rivers, streams, creeks and such waterways closely parallel the right-of-way (ROW) for any distance, or at waterway crossing points, the work proposal should specify what precautions will be taken to assure protection during construction, which go beyond the general "best practices". These would include no staging areas, new access-egress paths or piling of materials in flood zone, wetland and runoff areas even within the ROW, and avoiding even incidental spills, dumping, discarding debris and damage to area flora.
3. Attention should be given to machinery maintenance, away from the above sensitive areas, to minimize noise and air pollution.
4. Considerations of wildlife, habitats and endangered or threatened species should be addressed to the U.S. Fish and Wildlife Service and the appropriate state Department of Natural Resources or Department of Environmental Management.
5. Questions regarding soil and natural resource conservation and agricultural lands should be addressed to the U.S. Department of Agriculture's Natural Resource Conservation Service.
6. Future land use for this property should be discussed. It would be appropriate to involve the local or state Planning / Zoning Office(s) not only for purchase and alternate uses, but also for concerns of ROW maintenance, such as invasive flora, derelict dumping, abandoned structures such as culverts and bridges. Any spills in the ROW, whether current or historic, should be indicated, if they involved toxic or other environmentally significant materials. If the roadbed is to be removed or disturbed, please contact us.
7. While induced impacts should always be indicated, if this abandonment is one of a connected series, cumulative impacts need to be specifically and adequately addressed in your report.
8. Consideration for conditions of all at-grade crossings are to be negotiated with the appropriate state, county and local Departments of Transportation,
9. Final disposition of crossties preserved with creosote needs to be addressed, since it is an issue of concern per the July 3, 1984 Rebuttable Presumption Against Registration under the Federal Insecticide, Fungicide, and Rodenticide Act, which states that wood treated with creosote should be buried in a non-hazardous waste landfill unless otherwise required by the specific state, or unless that state permits landscaping reuses.
10. Recycling of materials such as rail steel, electrical and signal housings, bridge work and other materials, which are to be removed from this ROW site, should be specifically addressed and documented.

The U.S. EPA has additional environmental resources which may be helpful in preparing your Environmental Report, and can be found at websites: 1) the Envirofacts Data Warehouse, <http://www.epa.gov/enviro> and 2) Surf your watershed, <http://www.epa.gov/surf>.



Dave Geraci
Manager - Network Rationalization

Attachment 13R

600 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1086
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

August 16, 2006

Mr. Norm West
US EPA Region 5
77 West Jackson Blvd
Chicago, IL 60604-3590

Re: CSX Proposed Abandonment
STB Docket AB 55 Sub 674X
B-19J

Dear Mr. West:

CSXT has received a letter from Mr. Ken Westlake dated August 4, 2006 (attached) in which he states questions and comments could be forwarded to you for handling.

Hopefully your office is now in receipt of the preliminary environmental report sent by me on July 31, 2006. This report outlines the process by which CSXT intends to perform salvage activities and also the various offices which have been contacted regarding the proposed actions.

In order of your concerns, I will address each issue:

1. The U.S. Army Corps of Engineers (Louisville District - 600 Dr. Martin Luther King Place, Louisville, KY 40201) and the Indiana Department of Environmental Management (100 North Senate Avenue, Indianapolis, IN 46206) have been copied on all correspondence to include the environmental report. These offices have been solicited for input regarding this matter.
2. CSXT will use best practices during all phases of salvage. Since no construction is anticipated, merely the simple removal of on track material (material at or above ground level), no issues are anticipated. Removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways.
3. CSXT will use best practices during all phases of salvage. We do not anticipate the use of any other than standard equipment to remove rail and other on-track-material (OTM).
4. CSXT has consulted with the US Department of the Interior - Fish and Wildlife Service (Bloomington Field Office) and received comments and recommendations dated August 4, 2006.
5. CSXT has requested information from the USDA - NRCS (Terre Haute Service Center, 3241 South 3rd Place, Terre Haute, IN 47802) and is awaiting response.

6. CSXT has requested and received information from the West Central Indiana Economic Development District (included in environmental report sent July 31, 2006). Comments have also been received from Mr. Steve Witt of the Terre Haute Development Corporation (including phone conversations). CSXT has requested information from the Vigo County Planning Division, Terre Haute Planning Department and the Riley Planning Department.

As stated in the environmental report, CSXT has no record of any hazardous spills and no disturbance of the roadbed or sub-terrain is expected or planned for the simple removal of rail and OTM.

7. This abandonment is not part of a series and is for the entire line segment. Any abandonment of a contiguous portion of track would have been made several decades ago by a predecessor railroad and would not have any impact on cumulative issues.

8. CSXT will remove all road crossings in accordance with all local, state and federal laws and guidelines. It is CSXT's position that the removal of said crossing will improve the safety of the general public by eliminating the possibility of at-grade collisions.

9. Disposition of crossties is handled well within EPA, federal and state guidelines. CSXT disposes of crossties via burying in a non-hazardous waste landfill or recycling. The recycling is done only by federal and state authorized agencies which chip the ties and use them as fuel for boilers via burning.

10. CSXT and/or its contractors recycle all material. On track material can often be re-utilized in yard facilities or elsewhere on the network. Otherwise, scrap materials are recycled by various scrap dealers on the network within all federal and state guidelines.

Given the level of detail presented here, and proposed action of simple removal of rail, I eagerly anticipate a letter of no effect from your office regarding this matter.

Once again, a copy of all agencies which have been solicited for response regarding this abandonment has been attached. A copy of the final environmental report submitted to the STB, as well as all additional correspondence may be obtained on the STB website at www.stb.dot.gov using the abandonment filing number AB 55 Sub No. 674X.

Please do not hesitate to contact me should you have any further questions or comments.

Sincerely,



Attachments

Cc: STB - SEA, 1925 K Street NW, Washington, DC 20423

**CSX Proposed Abandonment (AB 55 Sub No. 674X)
External Distribution List**

Mr. Jeremy Weir
Vigo County Planning Department
159 Oak Street
Terre Haute, IN 47807

Mr. Tim Patrick,
Chief Transportation Planner
1718 Wabash Avenue
Terre Haute, IN 47804

Mr. Pat Goodwin
Terre Haute Planning Department
17 Harding Avenue
Terre Haute, IN 47807

Mr. Harry Wilson
Riley Planning Department
PO Box 801
Riley, IN 47871

U.S. Environmental Protection Agency
Region 5
Attn: Mr. Ken Westlake (B19J)
77 West Jackson Blvd.
Chicago, IL 60604

Indiana Department of Environmental
Management
100 North Senate Avenue
PO Box 6015
Indianapolis, IN 46206

Mr. Scott Pruitt
U.S. Fish & Wildlife Commission
Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403

U.S. Army Corps of Engineers
Louisville District
600 Dr. Martin Luther King Place
PO Box 59
Louisville, KY 40201

USDA - NRCS
Terre Haute Service Center
3241 South 3rd Place
Terre Haute, IN 47802

National Park Service
Midwest Region
Attn: Regional Director
1709 Jackson Street
Omaha, NE 68102

Indiana Department of Natural
Resources
402 West Washington
Room W264
Indianapolis, IN 46204

National Geodetic Service (NOAA) at
'NGS.InfoCenter@noaa.gov' (via email)

EXHIBIT E
HISTORIC REPORT

[See attached]

**HISTORIC REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 674X) was mailed via first class mail on July 21, 2006, to the following person:

Mr. Kyle J. Hupfer, SHPO
Director, Department of Natural Resources
402 West Washington Street
Indiana Government Center South
Room W256
Indianapolis, IN 46204

A handwritten signature in cursive script, reading "Steven C. Armbrust", is written over a horizontal line.

Steven C. Armbrust
August 24, 2006



Dave Geraci
Project Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Tel. (904) 359-1088
Fax (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

July 21, 2006

Mr. Kyle J. Hupfer, SHPO
Director, Department of Natural Resources
402 West Washington Street
Indiana Government Center South
Room W256
Indianapolis, IN 46204

RE: CSX Transportation, Inc.
Proposed Line Abandonment
Vigo County, Indiana
Docket AB-55 (Sub-No. 674X)

Dear Mr. Hupfer:

Please be advised that on August 25, 2006, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Notice of Exemption seeking authority to abandon 7.4 miles of railroad from Railroad Milepost OZF 5 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley) in Vigo County, Indiana, as shown in the attached historic report.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board.

In accordance with those Regulations, I am attaching a Historic Report covering the above proposed abandonment. I would appreciate receiving a letter confirming that this project will have no impact upon cultural resources from your office. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy:
Surface Transportation Board - SEA, 1925 K Street NW - Suite 534, Washington, DC 20423
Mr. Steven Armbrust, Counsel, CSXT, 500 Water St.-J150, Jacksonville, FL 32202

HISTORIC REPORT

CSX TRANSPORTATION, INC. (Riley Spur, Vito County, Indiana) DOCKET AB-55 (SUB-NO. 674X)

1105.7(e)(1)

PROPOSED ACTION AND ALTERNATIVES. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable detailed map and drawings clearly delineating the project.

CSXT proposes to abandon approximately 7.4 miles of its rail line between from Railroad Milepost OZF 5.0 (near Terre Haute) to the end of track at Railroad Milepost OZF 12.4 (near Riley), known as the Riley Spur, Vito County, Indiana.

The above referenced 7.4-mile former coal line has not generated any originating or terminating traffic in over eight years.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Finally, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached.
(See Attachments 1 and 2)

1105.8(d)

- (1) **A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.**

Attached are copies of the Seelyville topographic map prepared by the U. S. Department of Interior Geological Survey prepared by the U. S. Department of Interior Geological Survey.

The line to be abandoned has been identified by a heavy black diagonal line. (See Attachments 3, 4 and 5)

Further attached are copies of CSXT "Bernie Beavers" maps which outline the line segment, the bridge structures, road crossings and overview of the lines characteristics. (See Attachments 6 and 7)

There are six (6) CSXT-owned structures that are 50 years old or older that may be eligible for listing in the National Register that are part of the proposed action.

The six bridges have been identified on the Topographic and the Bernie Beavers maps.

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The right of way varies between 30 and 50 feet from the centerline of track. The line runs from the Spring Hill, Indiana area east southeast toward and through the town of Riley, Indiana. The line segment follows the Wabash and Erie Canal through a rural portion of Indiana.

- (3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Photographs have been requested and will be forwarded under separate cover.

- (4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:

Bridge 20247 is located at railroad milepost 0ZF 6.3 and is an 81-foot timber trestle bridge built in 1940 that crosses the Little Honey Creek (waterway).

Bridge 20248 is located at railroad milepost 0ZF 6.9 and is an 80-foot timber trestle bridge built in 1943 that crosses the Wabash and Erie Canal (waterway).

Bridge 20249 is located at railroad milepost 0ZF 7.2 and is an 71-foot timber trestle bridge built in 1940 that crosses a small waterway.

Bridge 20251 is located at railroad milepost 0ZF 8.4 and is an 80-foot timber trestle bridge built in 1940 that crosses the Honey Creek (waterway).

Bridge 20252 is located at railroad milepost 0ZF 8.8 and is a 302-foot steel span over timber trestle bridge. The steel span was built in another location in 1915 but transferred to this location when the timber trestle was built in 1940. The bridge traverses the Honey Creek (waterway).

Bridge 20253 is located at railroad milepost 0ZF 10.6 and is an 96-foot timber trestle bridge built in 1943 that crosses the Wabash and Erie Canal (waterway).

Although initial construction dates are greater than 50 years old, required maintenance practice is to repair and rehabilitate these bridges on an ongoing and as needed basis. Therefore the historic qualities of such bridges are continually being changed due to safety, operational and regulatory requirements. It is likely that little of the original structures still exist given the relatively short lifespan of timber products.

- (5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

This property was acquired in 1872 by the Cincinnati & Terre Haute Railway (C&TH). The C&TH operated the line at a loss between from 1872 to 1877 until it was acquired through foreclosure by the Evansville & Terre Haute Railway (E&TH) in 1878. The E&TH was merged with other local railroads to become the Chicago & Eastern Illinois (C&EI) Railroad which operated from 1877 to 1976. This line segment was spun off during a bankruptcy in 1920 to the Evansville, Indianapolis & Terre Haute Railway (EI&T). The EI&T Railway was part of the larger conglomerate that made up the Cleveland, Cincinnati, Chicago & St. Louis Railroad which operated under the New York Central. This line's lineage became part of the Penn Central in 1968 and eventually part of Conrail in 1976.

In 1999, CSX Corporation, CSX Transportation's (CSXT) parent company, and Norfolk Southern Corporation (NS) jointly acquired control of Conrail Inc., and its wholly owned subsidiary, Consolidated Rail Corporation (Conrail).

As a result of the proposed action, CSXT operation of the line will cease. There is an opportunity through the regulatory process for other carriers to acquire the line for continued operations.

- (6) **A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:**

Available engineering sketches and plans have been enclosed for the original structure. (See Attachments 8, 9, 10, 11 and 12)

- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are six (6) CSXT-owned structures over 50 years old on this line segment that are may be eligible for listing in the National Register. However, CSXT does not consider timber trestle bridges to be historic. Although their initial construction date is greater than 50 years old, required maintenance practice is to repair and rehabilitate these bridges on an ongoing and as needed basis. Therefore the historic qualities of such bridges are continually being changed due to safety, operational and regulatory requirements.

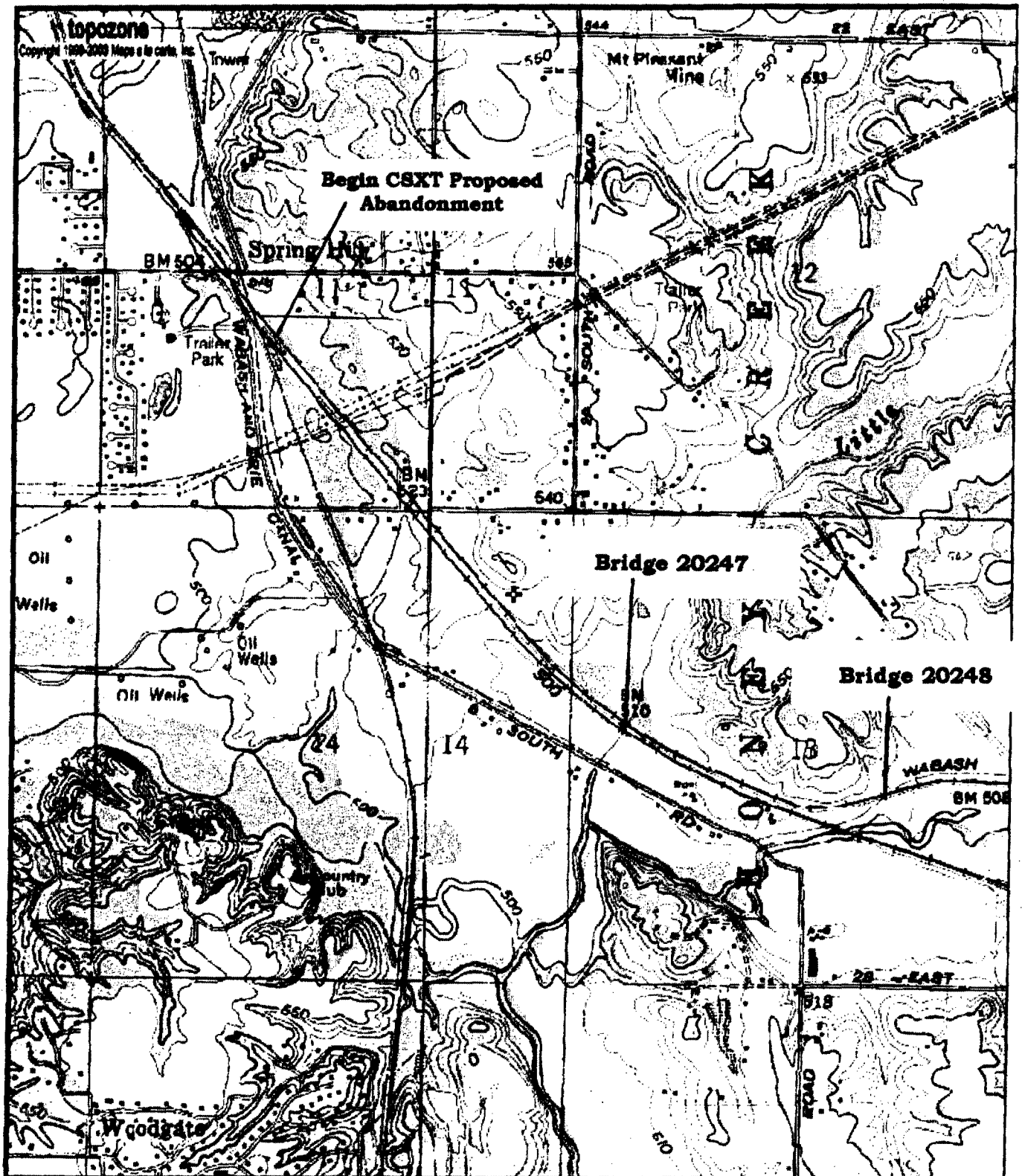
CSXT is not aware of any significance or uniqueness to these structures that would warrant your consideration, since to our knowledge, they are not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

CSXT does not know of any archeological resources or any other previously unknown historic properties in the project area.

- (8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

Attachment 3

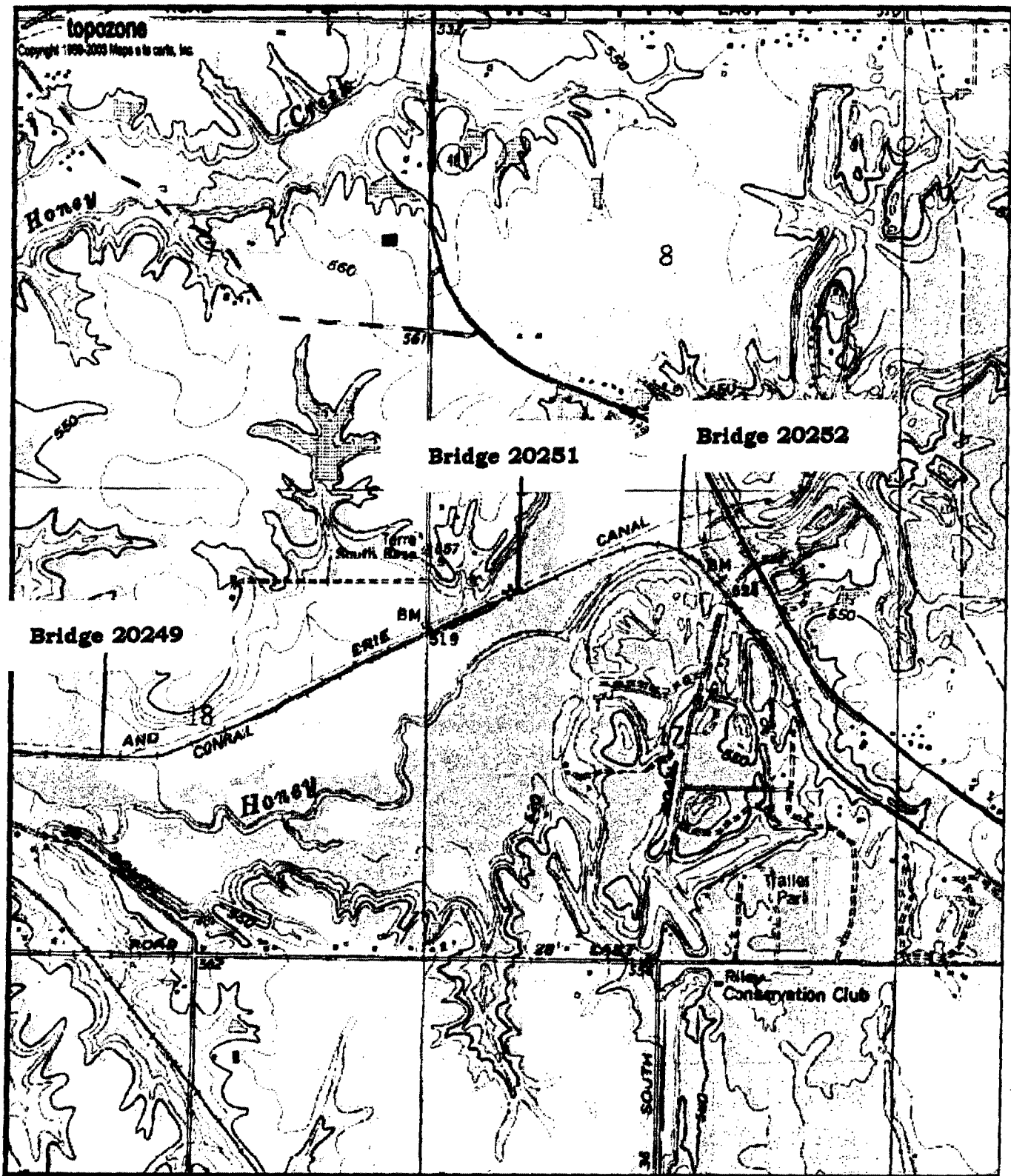


0 0.3 0.6 0.9 1.2 1.5 km
0 0.2 0.4 0.6 0.8 1 mi

Map center is UTM 16 468000E 4361499N (WGS84/NAD83)
Seelyville quadrangle
Projection is UTM Zone 16 NAD83 Datum

M=-2.8
G=-0.236

Attachment 4



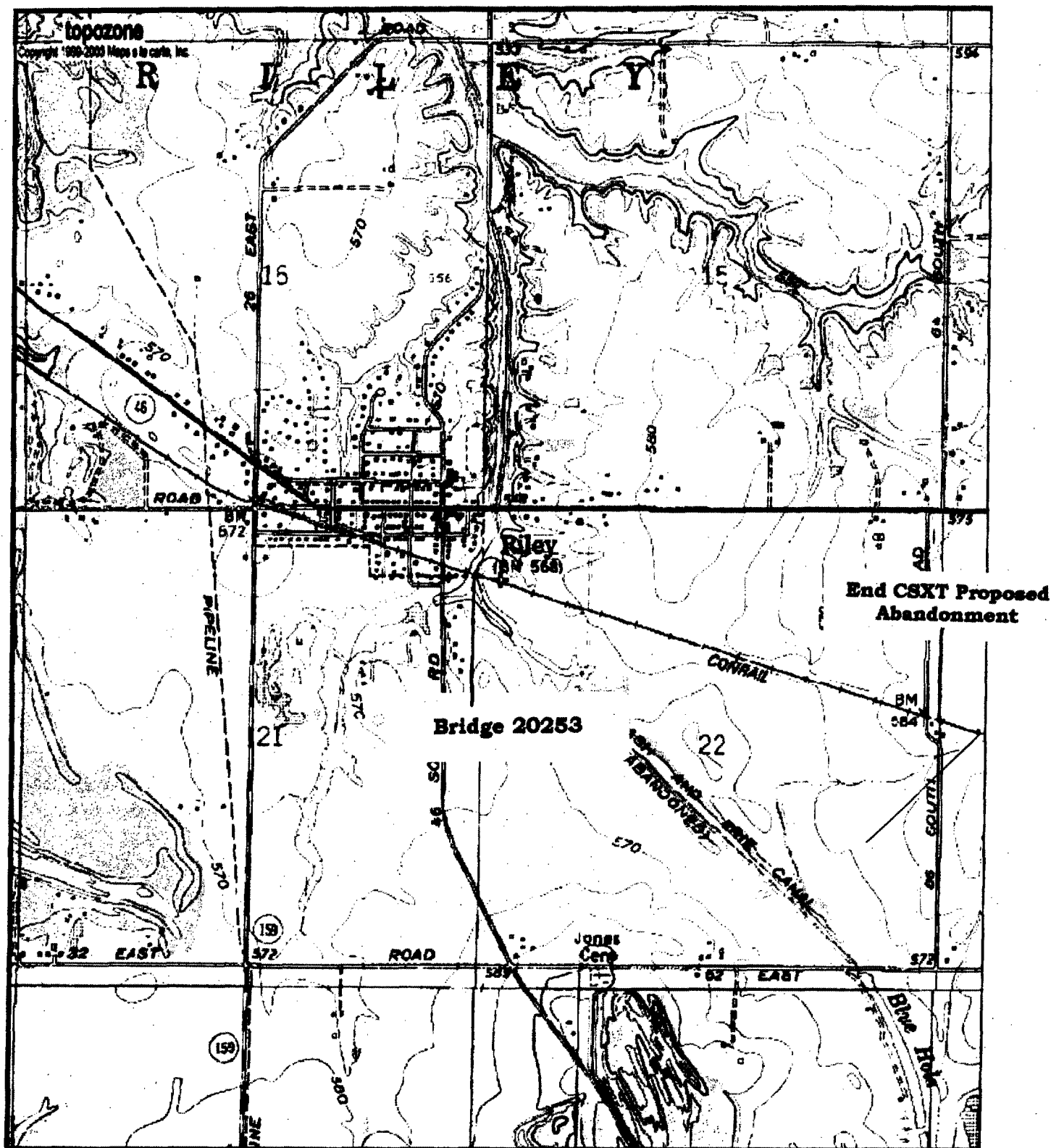
Map center is UTM 16 471598E 4361384N (WGS84/NAD83)

Seelyville quadrangle

Projection is UTM Zone 16 NAD83 Datum

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G=-0.209



Map center is UTM 16 474590E 4359859N (WGS84/NAD83)

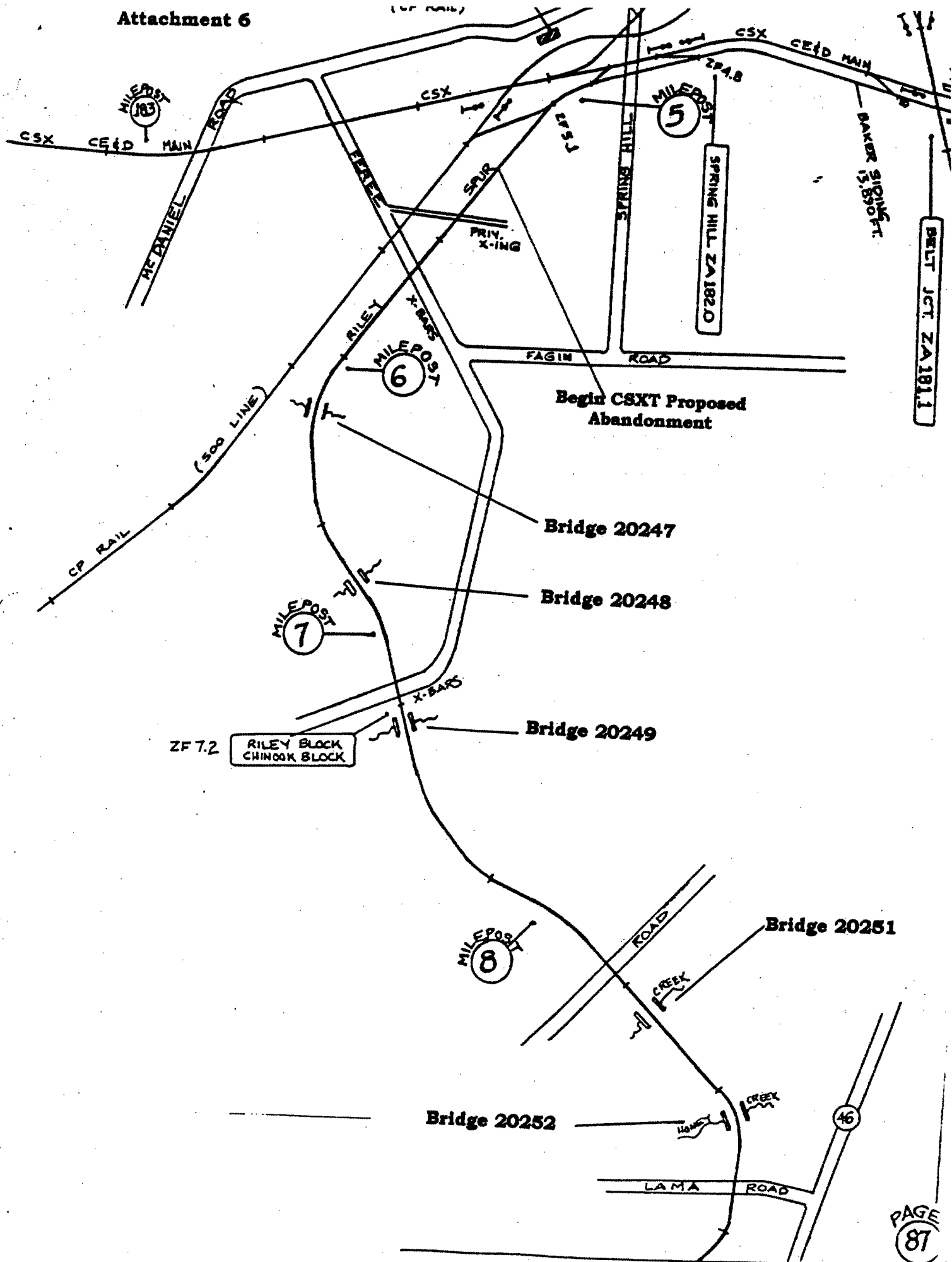
Seelyville quadrangle

Projection is UTM Zone 16 NAD83 Datum

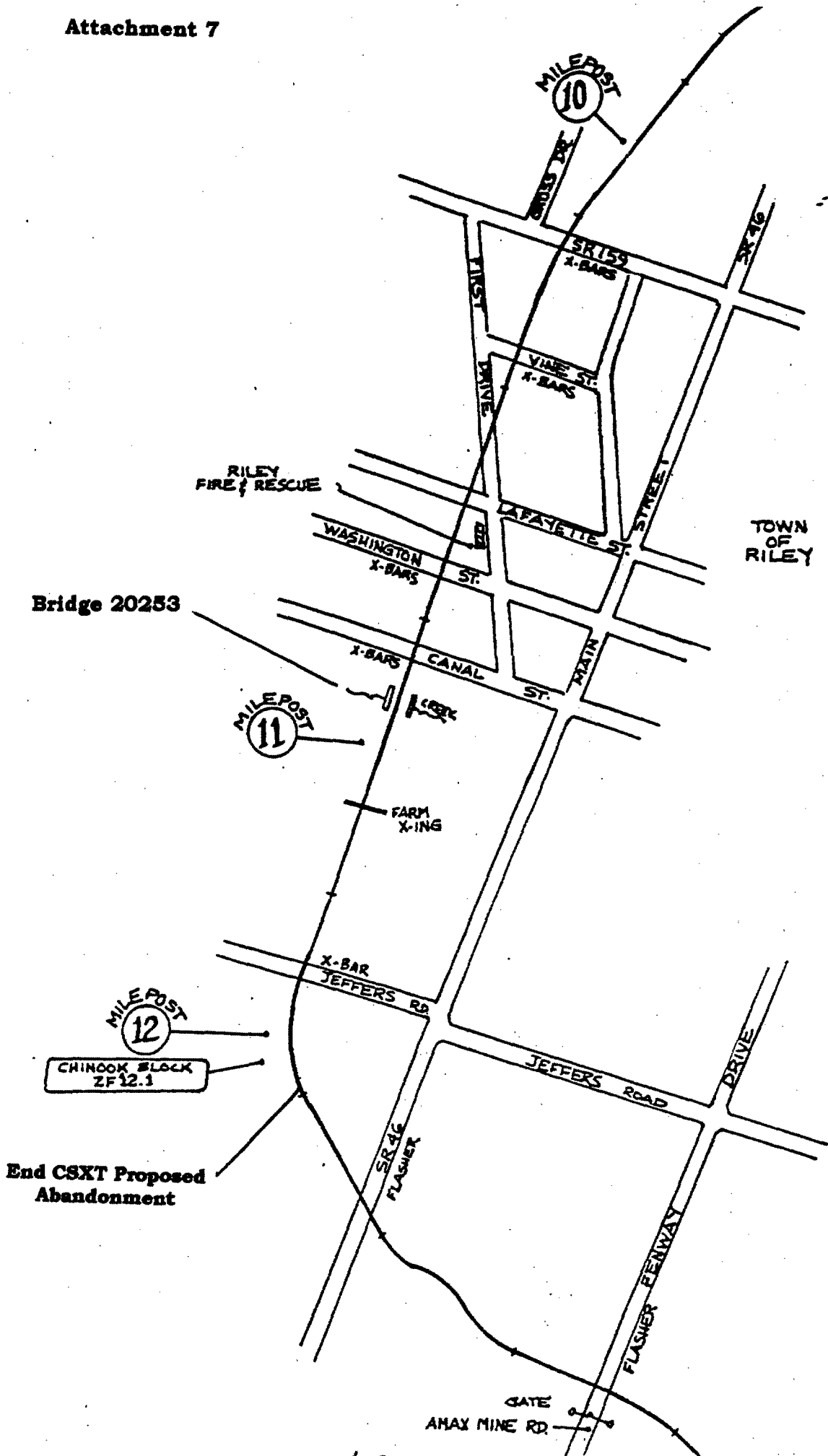
M=-2.861

G=-0.187

Attachment 6



AUG 1994



AUG. 1994

BR. 7.2

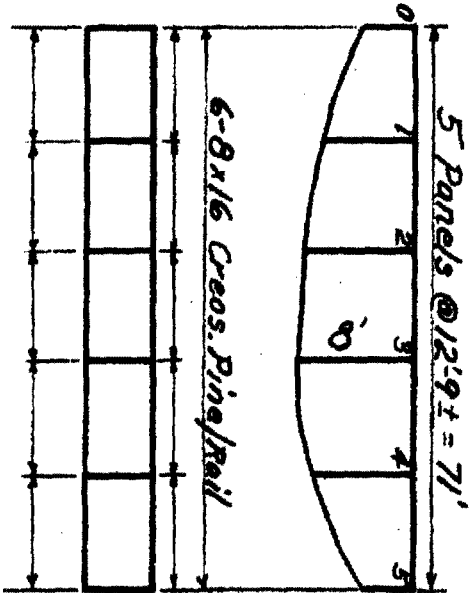
Bridge 20249

PENN. CENT. RR TO CHINOOK MINE SPUR¹⁹⁸

CHICAGO SUB-DIV. - E. D.

LF 48251

North to
Spring Hill

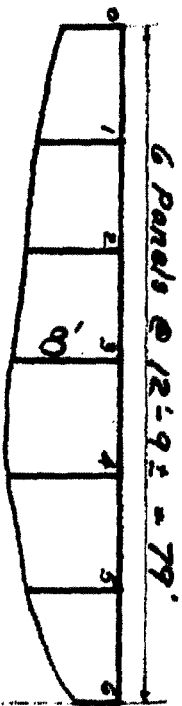


South to
Chinook Mine

Alignment:

Bents: 5 Creos. Oak Piles/140 Ballast Deck 1940

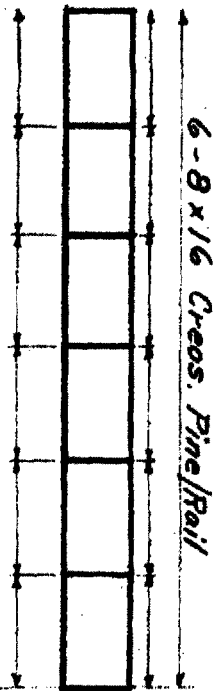
BR. 8.4



LF 48251

Alignment:

Bents: 6 Creos. Oak Piles Ballast Deck



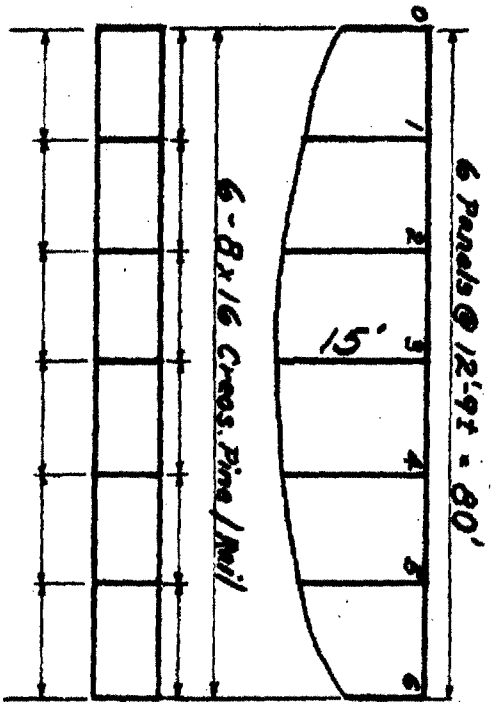
CE 00100

H 195589 - 1/6

BR. 6.3

Bridge 20247

North to
Spring Hill



South to
Chinook Mine

LF 48251

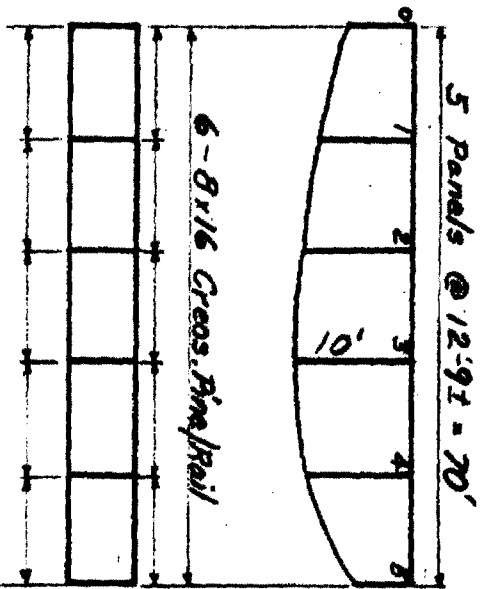
P.C.R.R. TO CHINOOK MINE SPUR 197
CHICAGO SUB-DIV.-E.D.

Alignment:

Bents: 5 Creos. Oak Piles 1940 Ballast Deck 1940

BR. 6.9

Bridge 20248



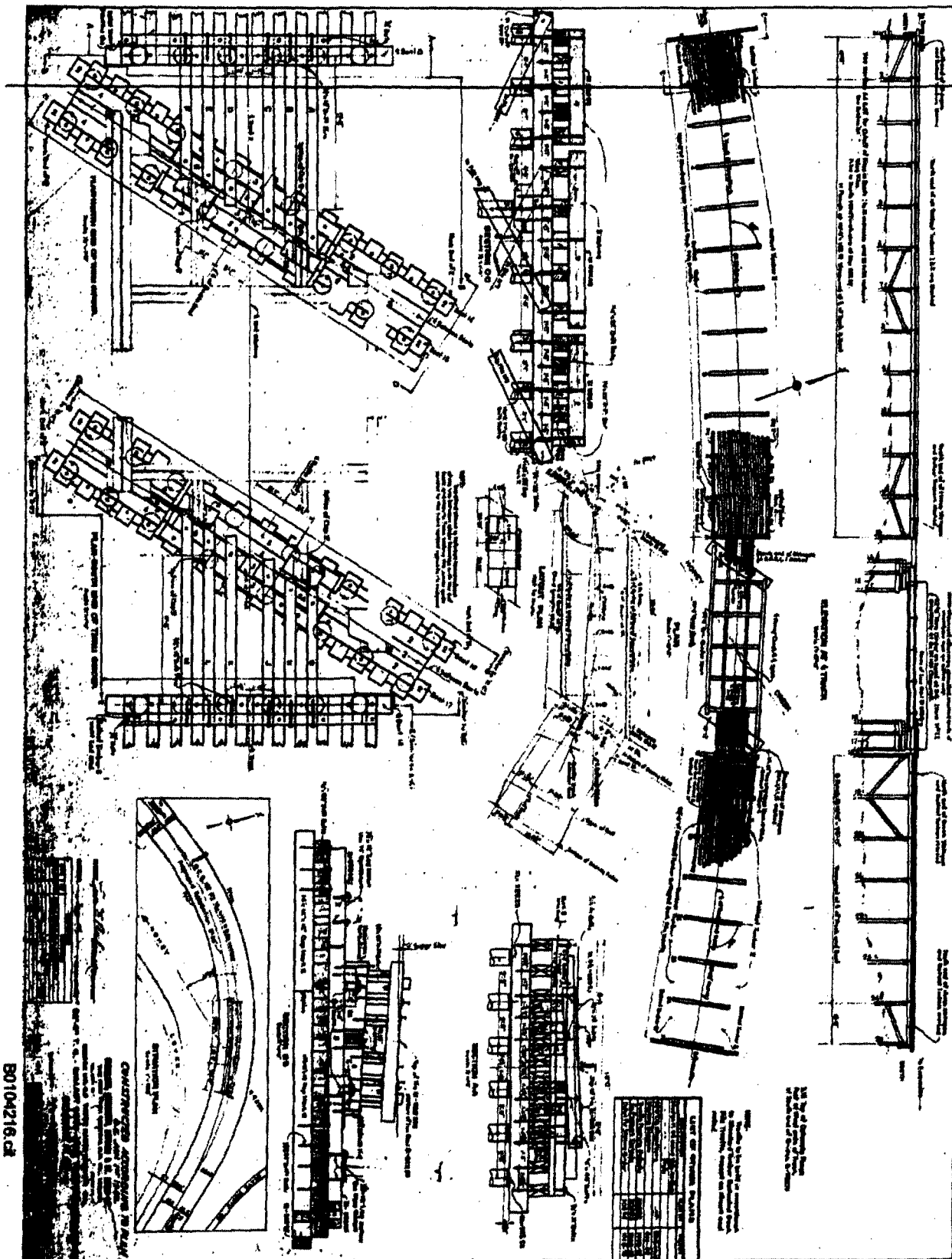
LF 48251

Alignment:

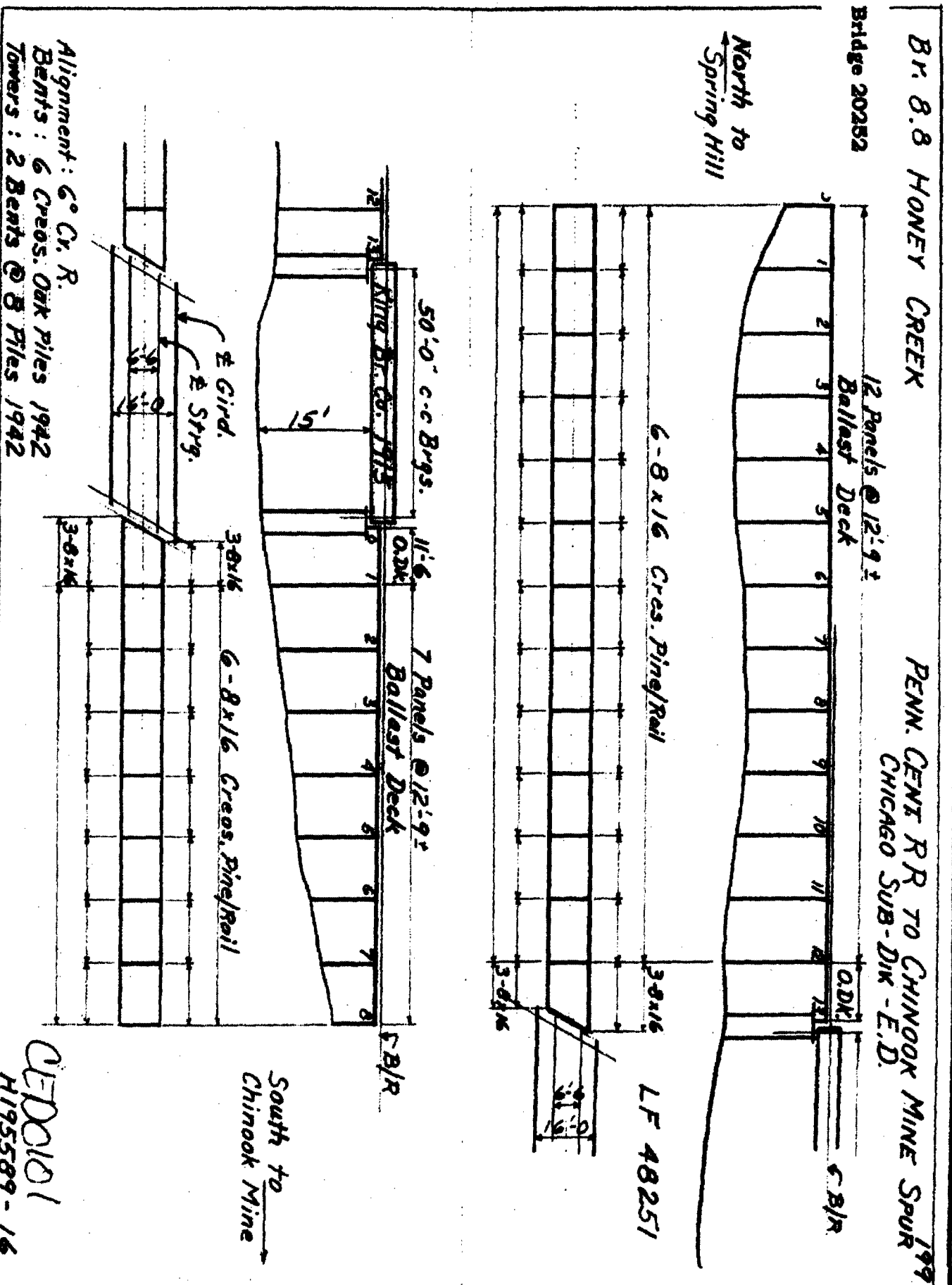
Bents: 6 Creos. Oak Piles 1943 Ballast Deck 1943

CEB0099

Bridge 20251



B0104216.cit



BR. 10.6

PENN. CENT. RR TO CHINOOK MINE SPUR 200

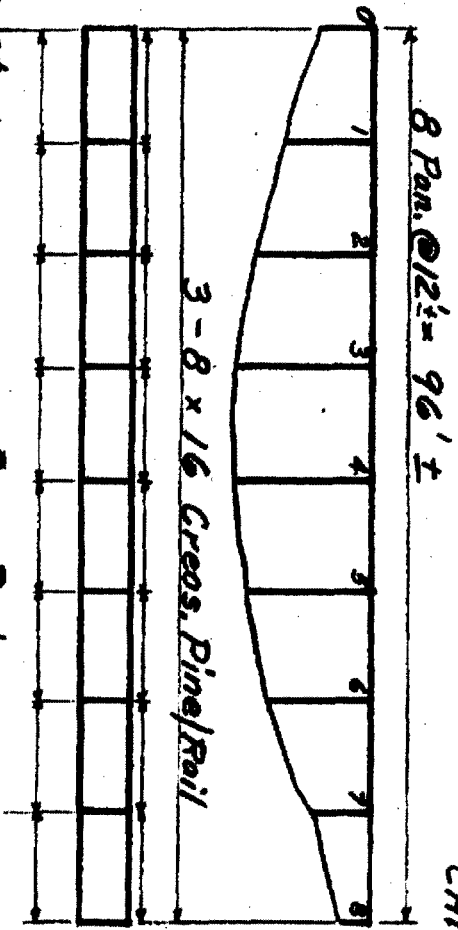
Bridge 20253

CHICAGO SUB-DIV. - E.D.

LF 48251

North to
Spring Hill

South to
Chinoak Mine



Alignment: Tangent
Bents: #0, #8 5 Pile 1941
#2 to #7 4 Post 1930

Open Deck
Ties @ 14' Ctrs.

8x8 CT 1973
See H198717

UENO102
H195589-16